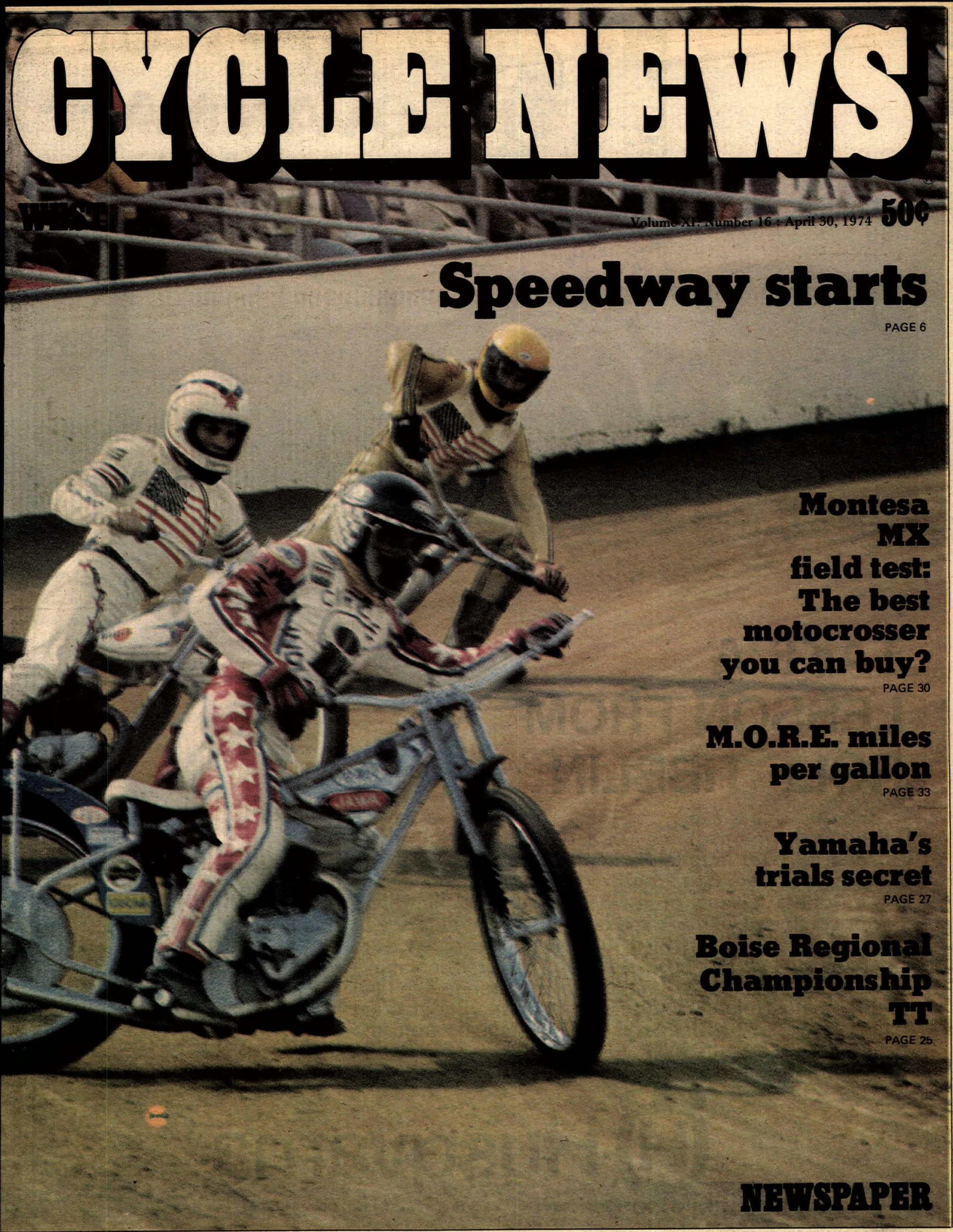
CYCLE NEWS

WEST

Volume XI, Number 16 • April 30, 1974 50¢



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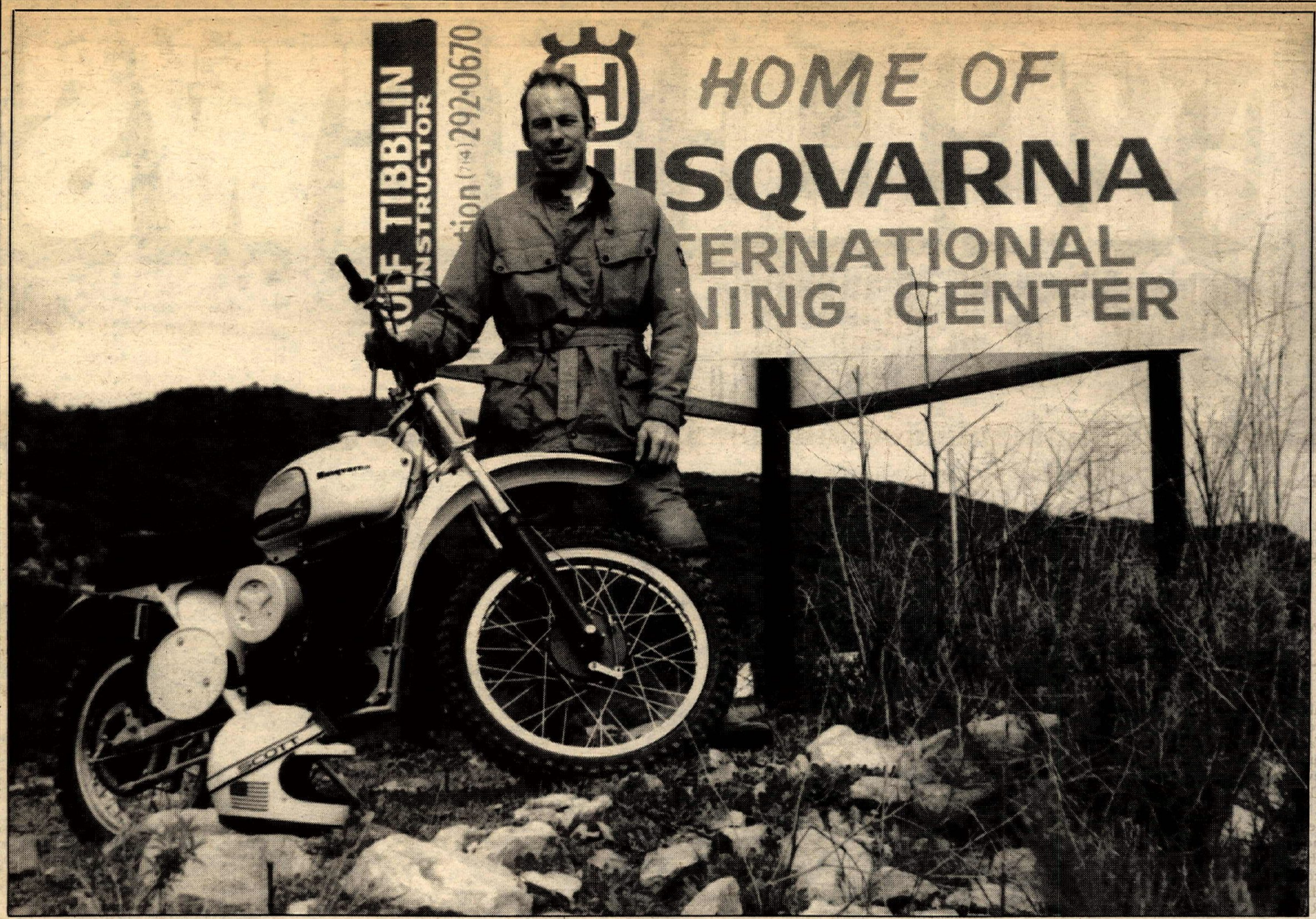
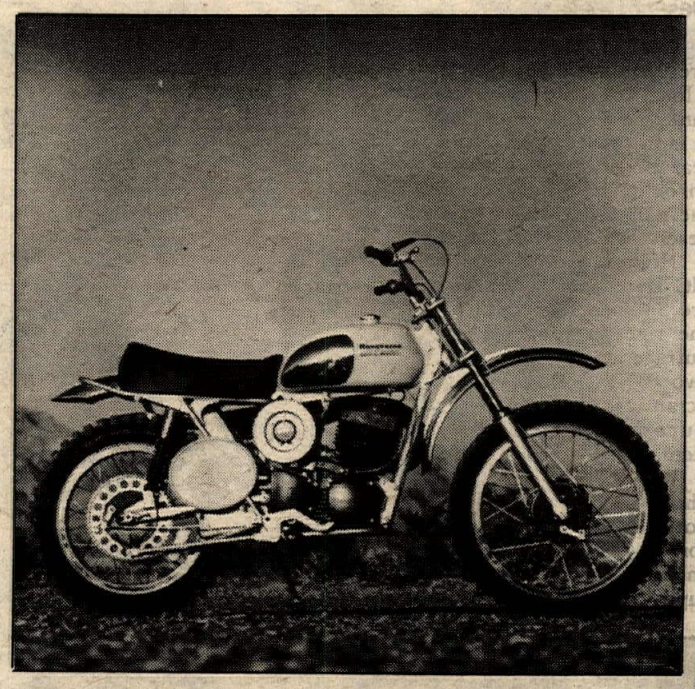


TAKE A LESSON FROM ROLF TIBBLIN...

...and test ride a Husqvarna 450. Three-time world MX champion, winner of the Baja 1000 and head of the Husqvarna International Training Center, Rolf Tibblin calls the 450, "the perfect off-road pleasure machine for novice riders." Plenty of low end torque and mid-range power combined with a frame design built for high speed off-road running makes the 450 an obvious choice for the rider that wants the best. Standard features include a 5-speed gear box, 36mm Bing carb, long-range gas tank and the same reliability, craftsmanship and engineering excellence that has made Husqvarna famous from the deserts of Baja to the hills of Berkshire. See your dealer now and ride the best: Husqvarna.



Flash!
Heiki Mikkola won both motos in the Austrian GP 4/21/74.

Husqvarna

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VOICES OF THE WEST

Exposition

Do you suppose that the figure on the Cycle World Show posters exposing himself is actually an artist's rendering of R. Dandy Diggs?

DALE IRWIN
Azusa, Calif.

No. . .Ed.

Hats off to Team Yamaha

It's pretty sad when a man reads about the Cal Rayborn Memorial and reads that only one of the Harley factory team riders showed up to race and contribute to the memorial of the ever so fine man, gentleman, racer, that Cal Rayborn was.

I have always looked at the Harley team as the ultimate in race teams, however my views changed when I see the team who actually showed up and contributed so much with more at stake than anyone. The Yamaha team of Roberts, Castro and Romero. I say hats off to this fine Yamaha Team.

JACK JOYNER, JR.
Centralia, Wash.

Desert Deek

I have run across something which is pretty unusual, certainly in Phoenix. In a local bike boneyard, we found a DKW tank, the bronze and chrome fat variety. It is in pretty good shape except for the rear mounting tab which is torn. But the chrome panels have, neatly vibra-etched, the names and dates of all (?) the D-37 desert events from the Rams' MX Hare & Hound (10-31-70) to the Buzzards MC Hare and Hound (11-22-71). There are 34 events on the left side and 11 on the right, a total of 45 events. This is outrageous: 45/52 weekends! There are two DNFs: Desert Knight's MX Hare Scrambles (6-6-71) and the Dirt Digger's European Scrambles (8-15-71). Remarkable to say the least.

Whose was it? How did it get to Phoenix? The boneyard? (they knew nothing, and we traded some welding for it). It has no dings, and the engraving is exceptionally done! It is a super-conversation piece, but it was wondered if the original owner (or Hercules) might want it. A 95.5% finishing record isn't real shabby, nor is racing 86.5% of the weekends.

A.H. TELLIER
Sun Engineering Prod.
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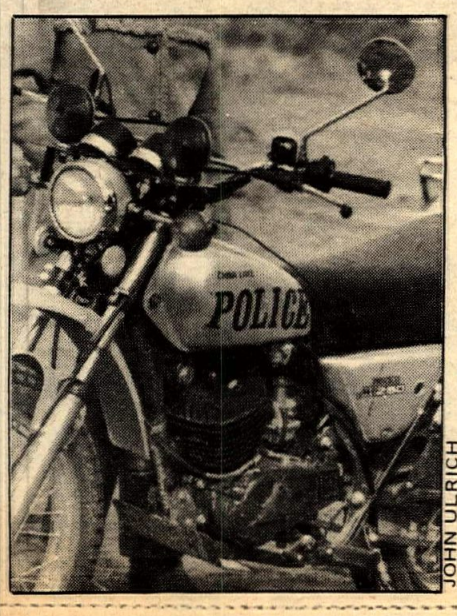
Tempe, Arizona



JOHN ULRICH

A plug

Jim Stewart's article in Cycle News April 9 credited the March 31 D-37 Hare Scrambles to the One Hundreds MC. The One Hundreds cancelled out. The date was picked up by a few members of the LAPD Badgers MC, who spent several weekends sharing the windy desert with turtles, sheep, and green rattlesnakes while they laid out, marked, and limed some virgin territory, including a death defying downhill for the second annual Badgers Cop Out.

We got everything — sunburn, mangled scooters, hematomas, etc. — except the credit. How about a plug?

WILLIAM L. LANG
Badgers MC

To stick or not to stick

It is now time to renew the off-road registration on my bike. The question is, how long until there is going to be an area in or close to San Francisco where I can ride my bike legally? Also, how is the money broken down in my county?

I would like this information before telling the DMV that I am not going to re-register my bike in 1974 because I feel that I should be getting something for this money.

I have been told in some areas police departments are being allowed to use this money to buy motorcycles and cars to patrol off-road areas.

One of the reasons that I was prompted to write this letter was that a friend just received twelve tickets for riding his Elsinore near my house.

ROBERT GODWIN
San Francisco, Calif.

Starting July 1, 1974 all motor vehicles must be registered in the state of California and carry either an off-road vehicle sticker (Green Stickie) or a street license plate. Of the $15 per two years charged for the green stickie, $5 goes to pay for the paper work, about $5 goes to the State Parks and Recreation Dept. to be used for acquiring and maintaining motor recreation parks and trails, and about $5 is remitted to the county of registration for the same purpose. Counties may spend a portion of their Green Sticky money on enforcement, and some have elected to do so. That explains the MT250 Hondas with red lights and sirens you might have seen. Part of the registration fee is credited in lieu of property taxes which you would otherwise have to pay on your scoot. It's not a bad deal. The first Green Stickie park recently opened in Sacramento. If you want an area near you, paid for by Green Stickie funds, contact your County government and ask for it. The money is there, waiting. . .CC.

Everybody does it

The matter of botanical butchery (the Sierra Club's ripping off the creosote branch of order to get it to the Symposium) is, in the purist's book, a violation of the conservation ethic. But sometimes a small sacrifice (one severed creosote sprig) must be made to set a big example or demonstrate a major point. That slightly mutilated plant should be proud that a part of it has served such a noble purpose.

It is one thing to snap off a spring of creosote — the commonest and hardiest shrub in the California desert — for constructive display purposes and another to wantonly uproot, crush, burn and otherwise annihilate entire plants, especially those rarer and more fragile than creosote. The fierce desert wind may snap off twigs, just as flash floods will wash them away, but such manifestations of nature don't destroy ecosystems — man does. Man is also rather adept at defacing petroglyphs, spawning garbage, vandalizing, producing loud automotive noise, contaminating springs, killing off endangered animal species — all part of the "onslaught" Sierra Club Executive Director McCloskey was talking about, and all of which the preponderance of recreational and ORV traffic in the desert has abetted.

DONALD MURCHIE
Sierra Club Desert Subcommittee
Santa Monica, Calif.

Bob Keys B Rider?

Northern Enduro Ace, Bob Keys, was accused of trying to sign up B class in the Dirt Diggers National Red Garter Enduro at Ballinger Park. Actually this was nothing more than a recording error by us. Congratulations to a fine competitor and sportsman on his A Heavyweight win.

JACK SHOOK
Dirt Diggers MC

Address letters to Voices of the West, c/o Cycle News West, P.O. Box 498, Long Beach, CA 90801. Please be as brief as possible. We reserve the right to edit letters due to space limitations.

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ON THE COVER: Ivan Mauger slides around in front of Chris Pusey, Mike Bast, and Danny Becker in the latest (and only) U.S. vs. the World Speedway Challenge, March 17. Dennis Greene photo.

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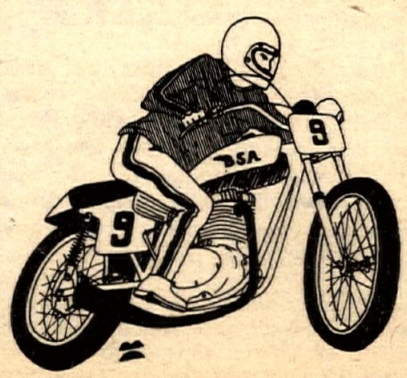

THE LATEST POOP BY PAPA WEALEY

Baymare race track is closed. The lease ran out along with the special use permit. Operator Mike Plunkett just couldn't draw enough people to the fine but hidden facility near Simi, California to make it pay.

Nebraska has called the Department of Transportation's bluff. They adjourned the state legislature last week without passing a motorcycle helmet law, and now will wait and see if it costs them $7 million in federal safety funds or not.

What is "Zen and the Art of Motorcycle Maintenance," anyway? Both Time and New Yorker magazines gave it glowing book reviews.

WE WON! Gene Wirwahn, Legislative Director for the AMA, called up all excited to inform us that the BLM finally agreed that public land (the desert) under their jurisdiction is officially "open unless posted closed." BLM received over 2,500 comments on their proposed regulations and 56% favored open lands, while 44% favored closing the desert. It was that close. AMA thanks all those who sent comments and the quarter million who signed their open lands petition.

It's official! Sammy Miller, the master at trials, has signed a two-year contract with Honda. He is on his way to Japan for consultations with Honda's R & D department, will work as European team manager, design engineer, and factory rider. Sam told the British press: "My aim now is to get the 800th trials win of my career on a Honda." His lifetime tally stands at 794.

The Pomona Valley Desert Riders' May 19 Granny Run could contribute as much as $500 to M.O.R.E., according to Dave Martin, the club's President. Money will come from the dollar extra paid by post entries, and from a collection jar at sign-up. After what almost happened to the Red Garter National, enduro riders need M.O.R.E. more than ever.

McGill Cycle Park in Northern California has the name game down pretty good, with their "Moon Room", an air conditioned meeting place available for meetings and parties. For information, call (916) 351-0271.

We have Bicycle Motocross, but have you ever seen Bicycle Speedway? It was big with kids in England while Brian Slark was growing up there a few years ago. Tracks consisted of two straightaways linked by short radius turns. Raleigh even made a speedway bicycle. Pedal, pedal, pedal, sli-i-ide!

Handy hint: Should you return to your car at speedway and find a dent with the No. 19 written on it, see one Sonny Nutter, he says it works great, right Stu Morley?

The CRC Mexican Enduro scheduled for April 27 already has over 500 entries. To meet the needs of the larger-than-expected number of riders, CRC will be trucking in increased gas supplies and Pennzoil has donated a bunch more oil for use in preparation of the pre-mix that entrants get with entry fee. Entries are still open.

Triumph riders with early models having old style deep-groove rings can use the present day rings. That's the word from old Triumph tuner Pat Owens. This was a tip for Daytona '65.

Lost but not forgotten — Champion frame magnate Doug Schwerma is disguising Rick Hocking's TT Yamaha rig with high Harley pipes.

Don Dudek's Triumph TT bike has an interesting new little gadget. Just a piece of light aluminum fixed to the brake caliper stablizer bar. Keeps dirt out and heat from pipes from going directly on the caliper. Don was still running strong after 100 go-rounds at Ascot. . .must work.

With the number of disc brakes used in racing today, seems to Papa that the plastic tubing used to carry the fluid is not as safe as it should be for racing. Just a few bucks for aircraft pressure line is the way to go. Mert Lawwill was the only one using the good hose at the 100 lapper, then only on one of his bikes.

Bengt Aberg, who succeeded John Banks on the Cheney BSA thumper, will soon carry a four-stroke into the 250cc world motocross championship fray. It is to be a Cheney-Honda, breathed on by "Pops" Yoshimura.

Triumph Trident production is rolling again at the former BSA plant at Small Heath, England. Target output by year's end is 230 machines per week, all for export.

The graffiti in the ladies? room at speedway is read with some amusement by the speedway riders' wives. "Someone please write about Bill Cody." That's a direct request from Fran Cody.

The opening of speedway for Ventura is May 7, now a regular Tuesday night show. Seems the horse people couldn't clear their remains in time for a Saturday show.

A number of large motorcycle makers use float needles made in Dayton, Ohio. Now you know cause one of our staffers relatives sells the things to them.

Tip for all new 400 four-stroke Kawasaki owners. If your bike won't start with the electric start, it means the battery's about dead. Better charge it up quick, as the new type alternator will not charge it. The problem is especially critical when brand new. Just filling the battery doesn't give enough juice. Hope Kawa gets it sorted out as the ride we had on it sure impressed us. Look for a full test in a future issue.

Clubs can now borrow two excellent trials films to spice up their meeting programs. One is of the 1973 Three Day Trial at Santigosa, Spain; the other is of the 1973 Scottish Six Day. They're available from Montesa, call Xavier Jordi at 213/663-8258.

Sammy Tanner is back at his beloved Ascot, this time as Motorcycle Racing Director. Sammy won his first national half-mile at Ascot as a second year Expert in 1959, then again in 1964-65-66. One of his first pleasant duties was to announce that the total for purses, contingencies, and prizes has grown to almost $17,500.

One of the posted donations in the Ascot Silver Medal series is $120 worth of steak dinners from Cattlemen's on the Pier, Redondo Beach. Eat hearty, you fast guys.

The F.I.M. (Thank goodness I don't have to say it in French) has officially recognized Gene Romero's one hour record as 242.07832 km/hr., set at Daytona on the Yamaha TZ700. It will take them until this fall to confirm it. The French never do anything in a hurry except change governments. They're lousy lovers, too.

THE CALDWELL CONSPIRACY: Geoffrey Wood, who last week wrote that Richard Renstrom "is known throughout the world for his expert historical writings. . ." in his story on Renstrom's Caldwell, Idaho "Classic Cycle Shoppe" is Richard Renstrom. Why are(is) Renstrom/Wood alone(together) challenging Goodwin Sands for the title of the most amazing motorcycle historian(s) ever? Could it be that George Lea/Manfred Baez and Geoffrey Wood/Richard Renstrom are the same person?

Team Kawasaki road racer Hurley Wilvert turned up at the OCIR drags last Wednesday evening. Between runs down the strip, Hurley, (who our assistant art tootsie thinks looks "Paul Newmanish") complained that his enduro classification has been changed up to "B" on the basis of his finish at Daytona.

WILVERT, on his Kawasaki H2-R road racer, made two runs, the first at 12 point something seconds and 131 MPH. After he and George Vukmonovich did some fiddling, he went 11.85 and 135 MPH — geared for Riverside. Maybe Hurley will become a drag racer.

The biggest thing since moto-streaking, according to one of our slick history book buddies, is buying plastic models of H-D Electra-Glides and chopping them.

We got six press releases announcing that James Potter was elected President of the Motorcycle Industry Council, so I guess it must be important. Mr. Potter was previously Executive Director of MIC since 1971, and a Los Angeles City Councilman for eight years before that.

We got a letter from about 15 people hired to be flagmen at a recent National and promised money they never got. A good place to go when you get ripped off, have a legitimate claim, and lots of witnesses (15 will be just fine) is the local small claims court. You cannot use a lawyer in small claims court, just man-to-man with the judge deciding. The loser pays the court fees. Check it out.

Bruce Baron, riding a monoshock Yamaha 125 for Orange County Cycle was really hot in the first 125 moto at the Spillway Qualifier until the bike's clutch backed off. As he pushed into the pits he still seemed to like it. "It quit, but that bike is 'sooo' neat!"

Some reliable sources say the monoshock Yamahas campaigned at Baymare and Spillway by Team Yamaha are actually stock 1975 production models. The people who have ridden them sure seem to like them.

A lot of the hot shoes at Spillway were more interested in talking about the melee at the Speedway season's opening night (five streakers, numerous police, and gallons of beer thrown by spectators when the fuzz tried to haul off the naked galavanters) than motocross.

BET YOU DIDN'T KNOW THAT KAW HAD REVERSE: When Jimmy Weinert dropped the clutch off the line at Baymare, his bike promptly leapt about four feet backwards. Seems the ignition was so far advanced the engine started in reverse.

There are now four of the Suzuki rotaries in the country. Word has it the bikes are slower than the GT750 with about the same weight and a longer wheelbase.

EVEL KNIEVEL made his latest appearances in the West, jumping his Harley-Davidson over ten Mack trucks at Fremont, California and Orange County International Raceway. Next, the daredevil showman will attempt similar jumps at Kansas City (this weekend) and Tulsa, Oklahoma (next weekend). Then Columbus, Ohio on Memorial Day weekend. After that comes the big Snake Canyon one-mile flight attempt, firmly scheduled for September 8, 1974 at Twin Falls, Idaho.

Victory!

"Open unless posted closed" BLM policy

WESTERVILLE, OHIO

A particularly tense two-year vigil for motorcyclists has ended with publication of the Bureau of Land Management's regulations governing off-road vehicles on the 450 million acres of land under its control. AMA Legislative Director Gene Wirwahn calls the announcement "a major victory for trail bikers, the sport of motorcycling and the American Motorcycle Association."

The new regulations confirm all BLM land as *"Open for use by off-road vehicles unless designated closed."* Vehicles will be subject to regulations and restriction only in those areas of public land where certain environmental problems are likely.

Wirwahn says, "The regulations are the culmination of a long process that began with President Nixon's Executive Order of February 8, 1972. That order directed the various federal agencies to insure that use of off-road vehicles on public land would protect the resources, provide for the safety of the land users and minimize conflict among user groups."

The AMA embarked on a series of public hearing appearances, land use seminars, committee meetings and other efforts to cooperate with and fully inform government officials responsible for land use decisions.

Final BLM regulations become effective May 15, 1974, and include several essential requirements, including:

BLM land will be designated as open, restricted or closed. Off-road vehicles may be operated on open land, may be operated within certain limitations on restricted land and may not be operated on closed land. All 450 million acres of BLM land will be classified as open unless restricted or closed by the local authorized officer.

The public will be consulted regarding land designation.

State laws and regulations, registration, operation and inspection of off-road vehicles will apply on BLM land.

No person may operate an off-road vehicle on BLM land without a valid operator's license or learner's permit, unless accompanied by an adult who is licensed and who will be responsible for the acts of the non-license holder.

Off-road vehicles must be equipped with proper brakes and a muffler in good working condition.

The "open land" policy was established over considerable opposition. Forty-four percent of some 2,500 comments on the subject tried to persuade the agency that public land should be closed unless designated open.

Wirwahn notes that this victory, while gratifying, should not lull dirt riders into a false sense of security. He says, "We certainly can't rest on our laurels. Now that we've got land, we've got to continue to exhibit the reasonable and rational attitude toward the use of that land that the AMA helped establish. The approach has certainly proven successful and should be the primary consideration in any future land use questions."

Wirwahn expressed gratitude to all motorcyclists who helped. "This is really what a national motorcycle organization is all about. When you tackle a problem at the top with full and enthusiastic support from the 'grass roots,' the chances are pretty good someone is at least going to give you a listen. We have certainly seen evidence of just how well that can work in the area of land use." •

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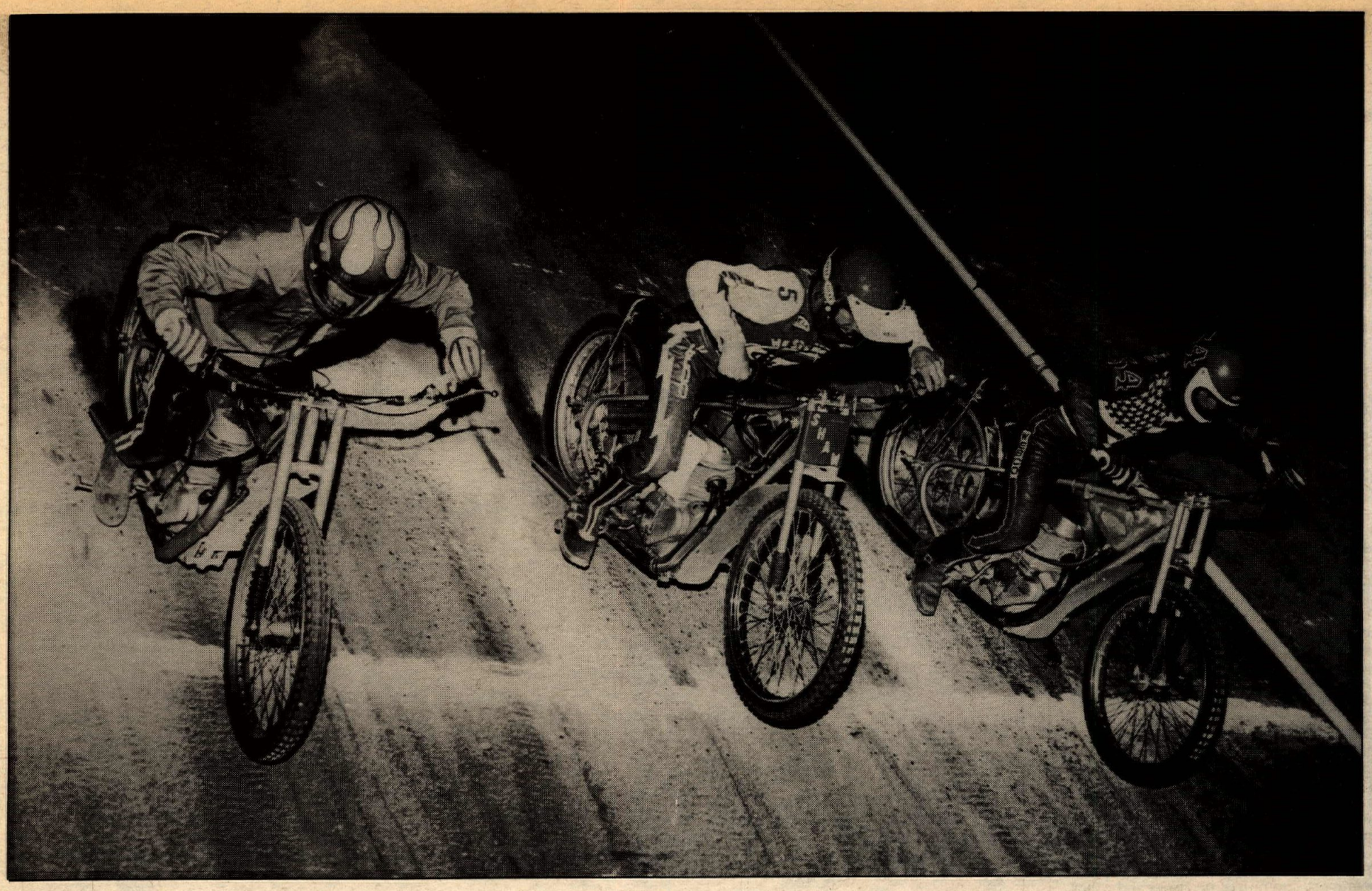


Dub Ferrel, Larry Shaw and Mike Curoso feed the alcohol to their Jawas in a Bakersfield heat race.

Speedway season opens

A week to blow your mind!

Story & Photos by Dennis Greene

Bakersfield, Calif. Wednesday, April 17

With the playing of the National Anthem the 1974 speedway season officially got under way with a bang. In the first turn of the first lap of the first race there was a pileup that sent Don Cullum and Greg Haserot to the hospital. Greg pulled a broken shoulder and Don tweaked several ribs.

There have been several changes at Kern county fair grounds race track for the fans. The starting gate has been moved to the opposite side of the race track so everyone can see the starts, even if someone stands up in front of them. The front wooden crash wall has been removed to make the track much bigger. A new paint job, a new track surface and a lot of new talent on the race track.

Channel 2 cable T.V. was on hand to cover the event. It will be shown via tape on Tuesday nights.

Scott Sivadge showed that he has not let the winter months go to waste. He spent time practicing and it paid off in the Handicap Main event with a win over a top field including Dubb Ferrell, Steve Bast, Troy McKee, Mike Konle and Bill Gray.

The fans went wild when it was announced that Sonny Nutter was back. Sonny has always been one of their favorites, but since opening of his own bike shop in Santa Monica he did not have time to make it to Bakersfield last season and was missed by all.

Sonny did not let his fans down. He worked his way into the Scratch Main event, leading it for two laps. The new National Speedway champ Mike Bast pulled him coming out of turn three and went on to the win. Mike Curoso got third and Dubb Ferrell fourth.

The hometown folks again stood up and cheered when the Smith brothers both won their heat races in Division Two and moved in the Main event. The showdown went to Bruce Penhall, one of the top scorers in the recent two nights of qualifying. Brian Short just got by Russ Smith for second.

Irwindale, Calif.
Thursday, April 18

The biggest crowd ever for an opening night was on hand at Irwindale to see speedway on the biggest track in the southland hosting class A racing.

The facility is under new management and they have spared no expense to bring the best to the fans. Like any new job there were some old problems. The track surface got torn up fast and it made for some rough racing that led to several hard getoffs. One crash sent Brad Newell to the ambulance with a broken shoulder.

Even the super stars had a hard time of it. In the Scratch Main event Bill Cody and Mike Curoso got tied up with each other at the start-finish line. Mike was just battered about and after a short rest, got up under his own power. Bill took a little longer, while the infield ambulance crew took care of a cut on his hand.

The Main was called official because the crash took place in the third lap. Bill Cody was the winner. When a race is called because of a crash it is scored from the lap just before the accident.

Bill Cody did win the Handicap Main just one race earlier, outriding Phil Moon, a new threat to First Division.

The hard-riding Division Two riders were well represented by Warren Goodwine for his first win in a Main event.

Costa Mesa, Calif.
Friday, April 19

Friday was the final night of the first week of speedway for the 1974 season. Costa Mesa is the grand-daddy of all the tracks in pure numbers of people coming out for a night's entertainment. Last year it was announced that the Friday night show was the largest weekly motorcycle show in the country and this year will set even more records. Several thousand more seats have been installed and there was not an empty one to be found by 8 p.m. Friday.

The twenty-two event program from start to finish was the tops in entertainment. And if the racing was not enough there was a near-riot when more than a dozen streakers took over the infield. As the police tried to run them off the fans came to the streakers' aid and it did get somewhat out of hand for a while.

The Second Division part of the show has been done away with and two more First Division events put in their place.

Division Three riders got their chance to race, but there was one big out-of-control group of over-enthusiastic riders that just could not keep to the center of the race track on the front straightaway and starter Marvin Lee had to climb the starting gate pole to keep from being run down as three riders ran into the gate, putting it out of commission for the rest of the night.

Bruce Penhall won the opening night Handicap Main event just as he did the night before at Irwindale. Mark (The White Tornado) Cherry pushed Bruce all the way while holding off Jeff Sexton for a very close three-way run for the goal.

Scratch Main event time is the time when a rider really gets to show just how important the start is. This time it was Bill Cody putting it to Mike Bast, Mike Curoso and Sonny Nutter. Wild Bill had beaten Mike earlier in the feature match race as well.

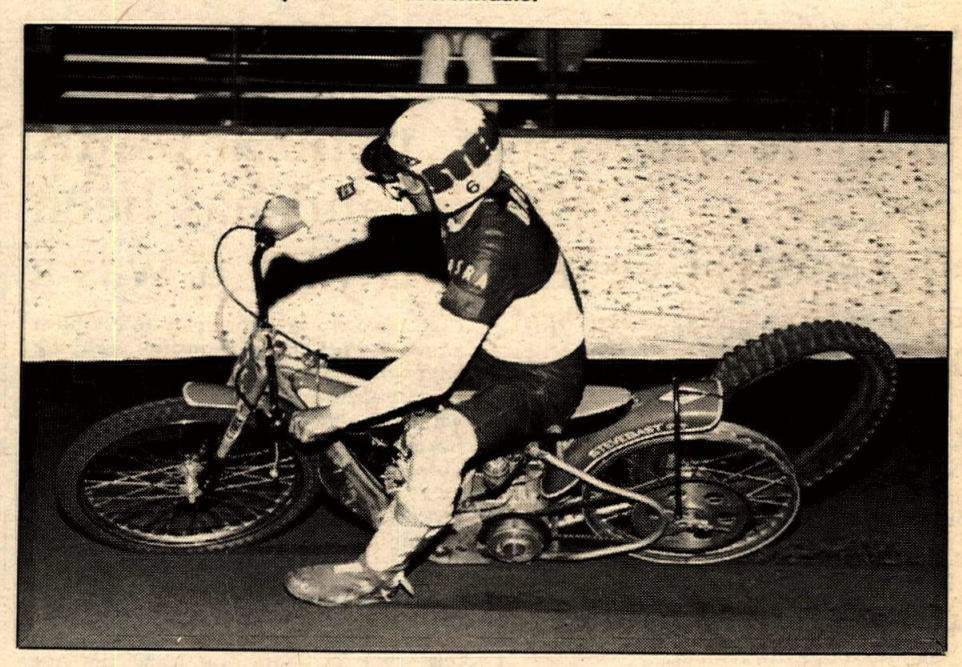
Phil Moon was the fourth rider this week to be crashed out of commission. He spun around on the ground and when he was helped to the pits it was learned that he had broken a bone in his foot.

Ventura speedway will open May 7, Tuesday night. ●

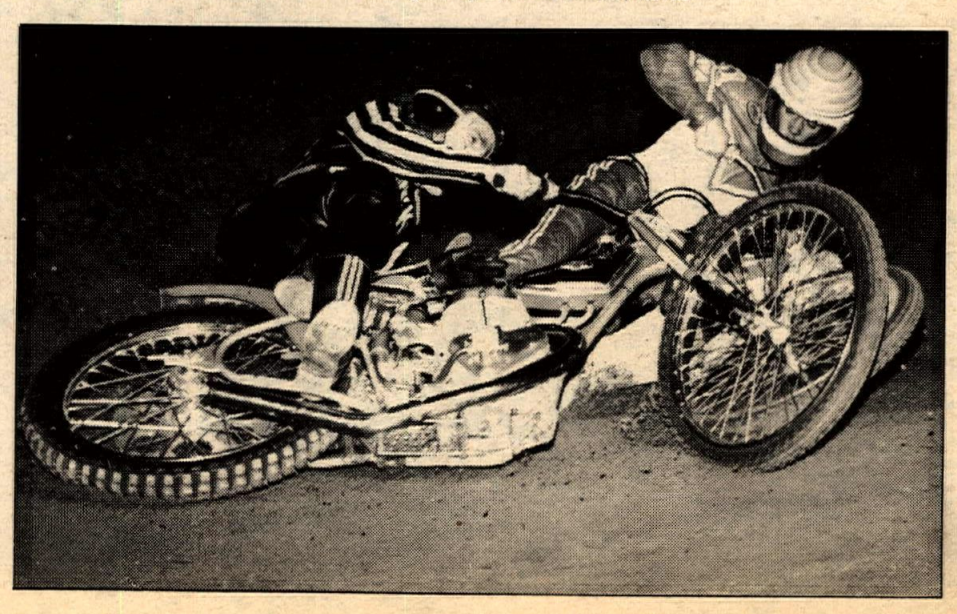
Costa Mesa packs fans in the stands on opening night last Friday. See anyone you know?

Bruce Penhall, Costa Mesa winner with Ms. Speedway, Kris Adams.

Steve Bast went three laps like this at Irwindale.



Sonny Nutter and Guy Waterson tangled spokes at Bakersfield.



Everyone had a few little "problems" like a rear wheel buried in mud up to the hub.

The best eastern enduro west of the Mississippi

Story & Photos by Ron Schneiders

FOREST HILL, CAL., APRIL 21

The Polka Dots annual 49er Enduro is the most popular AMA enduro in California and has been for several years. This year it was a

National Championship. All 750 entries were sold out within a couple days and over 200 entries were returned.

In many ways the 49er is like a typical eastern enduro. It is largely on private ground (most other California runs are on either U.S. Forest or BLM land), and the Polka Dots Motorcycle Club have worked for years to establish a good working relationship with the landowners and the people who live in the area, along with the Forest Service, which controls a small but significant portion of "their" enduro ground. The Polka Dots do not have a very large area; the farthest one can get from the base is about 10 miles, so rather than resembling a loop, or figure eight, it is more the configuration of an intestine, with one trail passing another within stone's throw, but usually out of sight, hidden by trees.

Hit this muddly little number too quick and the front wheel slides right out from under.

Like eastern enduro clubs, the Polka Dots do not rely on elaborate schedules to sort out the riders. This year only 18 and 24 MPH were used. Nor is the schedule known beforehand: You find out what the next section's schedule is when you get to the end of the one you're on. Gas checks are simple "on your own time" affairs and there is no lunch break.

But the most eastern-like characteristic is that when you finish a Polka Dot enduro, you're covered with mud. In dry years there is also a fair amount of dust, so then you are covered with mud which has a frosting of dust, sometimes. But always, there is mud.

Sometimes there were little logs across a trail that were covered with mud that would slick a front wheel out from under you, and once there was a log you had to crawl under and then drag your bike after. But mostly these were just inconveniences. There was lots of scrap lumber lying around because the area has been logged in the not too distant past. It's really disconcerting when the joker in front of you picks up a three foot chunk of dried, splintered wood with his knobby and heaves it at you like a wobbly javelin.

Getting lost was a problem for some people, including me and Jim Jenkins. The difference was that Jim managed to find himself and get back on the trail with a loss of "only" four minutes. When I got back on the trail, I was 35 numbers ahead of where I was supposed to be. I guess I ride a lot faster than Jenkins when I'm lost.

When you weren't trying to cope with little problems, you could look at some of the scenery, which was pretty spectacular. Occasionally there would be glimpses of the magnificent, snow-covered Sierra, regally situated above the green forest floor. There were trees, bubbling streams and wildflowers, all the stuff to make your own Kodachrome calendar if you felt like it, or maybe just to remember for the next time you feel like a picnic. In one part of the woods that we went through, your senses took a weird trip because the ground was covered with leaves, a bit dried and silvery, but still looking like they had fallen the week before, so it seemed like fall. Then back out into the sun and those swollen streams, and it was spring again.

The best score of the day, (all results are unofficial, until the club checks them thoroughly) belongs to Cosby Chestnut, a 250 Husky rider who uses a computer manufactured by Enduro Works, which is another name for Cosby Chestnut. He lost only four points. If you want a computer like his (Ben Bower uses it too) write to him at 4298 Crescenda Avenue, San Jose, California. (If you want a plug for your product, use it to win first overall at a National Championship.) Cosby beat a Who's Who of enduro riders to take his first spot: In his own class were George Newsom (Pen, -5), Kim Proctor (Pen, -7), Hawley Slayton (Pen, -9) and Don Stover (Pen, -12). All five top guys in this class have managed to pile up some points toward the western AMA enduro championship by doing well in both this one and last week's Red Garter Championship.

The leaders in the Championship however, should be among the winners of the Open A class. Jack Harness (Hus, -5) was first, but tied with him in points was Ben Bower (Hus, -5) who now has two seconds to his credit. Bob Keys took third on Sunday (Yam, -6) and he now has a first and a third. For the first time in years it looks like the AMA Enduro Championship might mean something out here.

Our Southern California bunch, Steffan, Hoffer and Ekins were riding this one too, but all three were down around 11th place, both in Sunday's event and in the Red Garter, so they've got some catch-up to do. The Honda Chaparral team (Tullis, Munyon, et. al.) who did well in last week's Red Garter, did not enter this event, so they are also down a bit. The next round is at Olympia, Washington.

In the 125 A class, Carl Cranke, who lives just over the hill in Hangtown, won the class with minus eight. He rides a Penton. So do Jim Jenkins and Jim Haire who finished second and third with -12 and -14 in the same class. Jenkins was philosophical about it: "Carl would have beat me if it was a Hare and Hound, too, He always does." That's a bit too modest for District 36 Number One, but there's no denying that Cranke is one awful fast dude.

Some modesty is a bit refreshing sometimes. For the opposite extreme, take a guy named Andy Horwath who signed up as a Class C rider, and then wrote in the comments box on his score card, "Too easy. It was like a road race!" This chap got disqualified at check four for being twenty minutes early, and lost a total of 848 points. His throttle hand is admittedly quick, but the brain is disconnected.

Most comments were favorable, but the 900 entries really tell the story. When that many riders sign up for your event, you're doing something very right. When someone says this run is too easy, I kind of sputter a little bit, because I've tried three times and haven't finished yet.

This time I made it all, except 15 or 20 miles around Check Five, so maybe next time the Polka Dots will even sell me an entry (I was one of the ones who got turned down, but I found a guy who couldn't ride and bought his number). Joe Ranninburg, a Husky rider, commented wistfully on his score card, "I sure would like to win a trophy . . ." He did. Thirty-eight points was good for second in Class C. Me, I'd just like a finishing pin . . . ●

Results

OVERALL: Cosby Chestnut (Hus) -4.

OPEN A CLASS: 1. Jack Harkness (Hus). 2. Ben Bower (Hus). 3. Bob Keys (Yam).

250 A CLASS: 1. Cosby Chestnut (Hus). 2. George Newsom (Pen). 3. Kim Proctor (Pen).

125 A CLASS: 1. Carl Cranke (Pen). 2. Jim Jenkins (Pen). 3. Jim Haire (Pen).

OPEN B CLASS: 1. Ron Cash (Suz). 2. John Noor (Hus). 3. Bob Anderson (Hus).

250 B CLASS: 1. Dave King (Hon). 2. Irol Allen (Pen). 3. Dave Ow (Hus).

125 B CLASS: 1. Johann Tam (Hus). 2. Clark Frentzen (Hon). 3. Carroll Hendrix (Pen).

OPEN C: 1. Larry Chapman (Hus). 2. Joe Braninburg (Hus). 3. Steve Blackwood (Hus).

250 CLASS C: 1. Brad Evans (Bul). 2. B. Yendrey Jr. (Hus). 3. Pelton Nammen (Suz).

125 C CLASS: 1. John Brain (Suz). 2. Jack Szliasi (Pen).

Super-hush Honda protos debut at Rawhide Trial

By Lane Campbell

ELSINORE, CAL., APRIL 21

It's not easy being an American Trials Association Novice. Sunday, 14 riders faced a ride-off for the top spots after the end of regular competition. Bob Zoellner, Dennis Gilman, and Joe Ige completed all three loops with a one point total for a three-way tie at first. Bob Webb, Brad Strandlund, and John Collins were in another three-way tie at two points and the rest of the group had three points with only the number of "cleans" to rank them.

The three ride-off sections included Amateur/Expert Trap One and two more hastily constructed traps, both of Amateur/Expert caliber. To break the ties, the riders would face three loops of the three sections. Ige, Vince Vawter, and Steve Sinclair set the early pace with ones in the first trap, but by the end of the first round Ige had "fived" once, Sinclair had fived twice, and the whole thing was up for grabs.

Bob Zoellner, though he lost two fives, put together the most consistent ride to take first Novice. Bob Webb got two cleans and broke his second-division tie to settle in at fourth, and Vince Vawter easily broke his tie to take eighth. Paul Williams, though he was riding for eleventh, turned in the most brilliant performance of the ride-off. He cleaned Amateur/Expert One three times running, and drew a standing ovation from the gallery.

Moral: any one of the fourteen Novices could have won it. They are all that close in ability. What they need is more challenging sections and a chance to grow further in ability. That they will soon have, as they are rapidly accumulating transfer points to go Amateur.

Experts didn't have it easy, either. Expert Trap Two was a monster, with a tight turn leading into a four-foot rock wall, then hard left over a jumbled heap of boulders. Getting past the rock wall and making the turn required one well-placed prod. After that, it was a matter of keeping the front end light, carefully choosing which three rocks to skip the front wheel on, and enduring the pounding of the rear wheel on the rocks. A "one" was the best this section would yield, with Bernie Schreiber and Mark Eggar appearing to have the best attack during the first loop.

Bernie Schreiber tackles the nasties in Section Two. He rode away from the rest of the Experts.

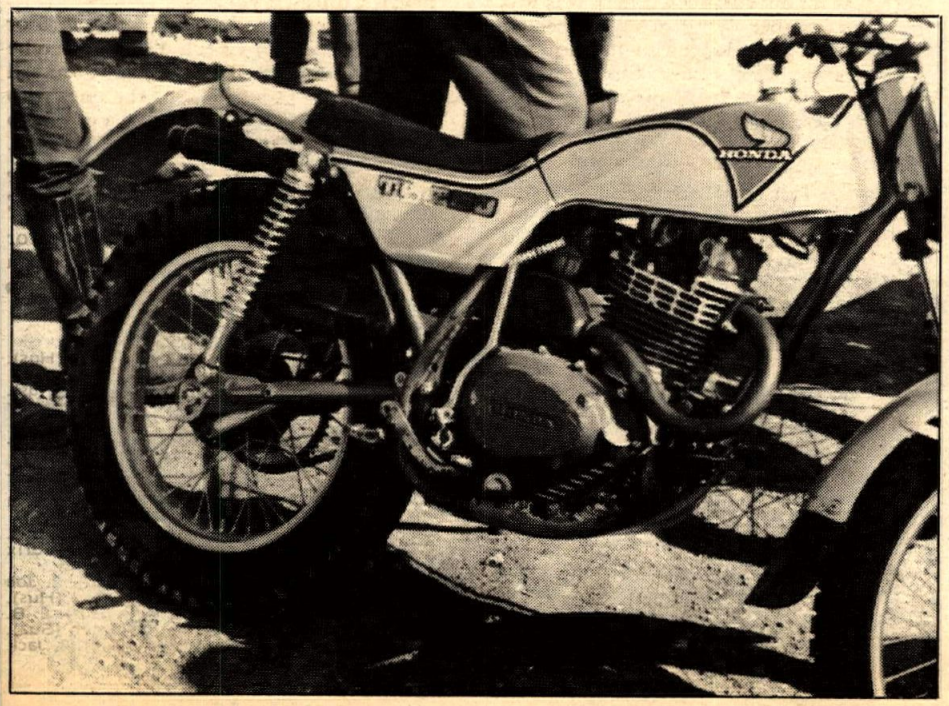
Surprise of the meet was the appearance of Honda 250cc four-stroke prototypes in the hands of Experts Bob Nickelsen and George Smith III. The factory is being very close-mouthed about these machines, but they appeared extremely well-detailed for pre-production prototypes. The engine is a two-valve Single with quite narrow cases, and the whole bike was claimed to weigh 206 pounds with a half-full tank. Both Smith and Nichelsen looked very smooth on the new Hondas, riding them to fourth and fifth Expert, respectively.

Amateur puffer Debbie Evans made a maximum effort to clean the hillclimb Section 17. It's about 150 feet, and the Amateur/Expert riders must approach the steep part in a tight climbing ess curve. Deb made it to the nasty part only to have the engine run out of poop. She managed a quick downshift as the bike bogged to a near-standstill, kept it running, and powered up the rest of the climb, giving a shrill war-whoop as she cleared the last gate. A lovely effort to watch, even though she finished out of a trophy.

Section checking was excellent, both in quantity and quality. Trials tootsies get prettier all the time. •

(Provisional results on Results pages.)

Production-like detailing and smooth running characterized the competitive new Honda 250. Factory is rather hush about these machines at present.



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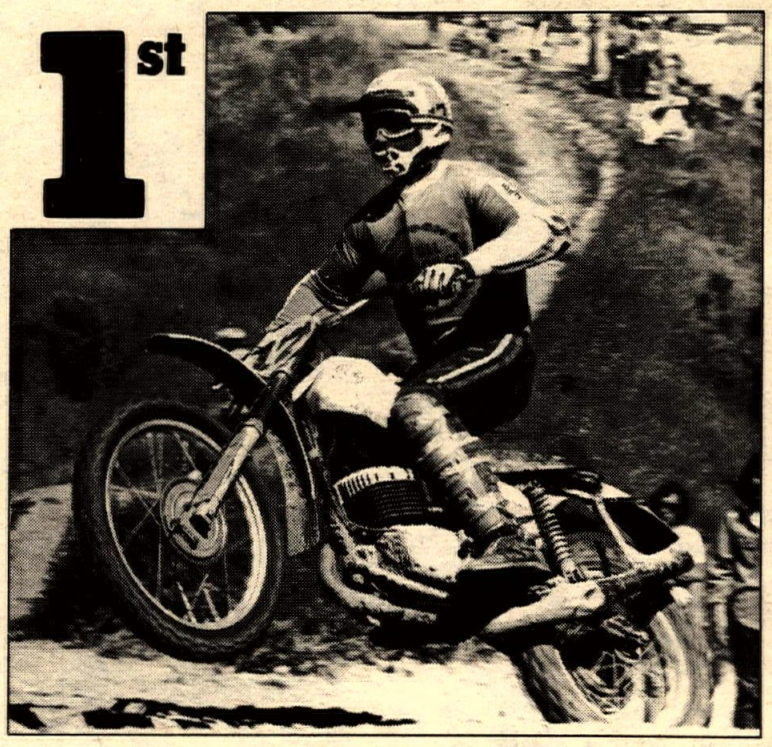

Tony DiStefano rode a CZ to the Open class win at the Moorpark/Baymare AMA National. Tony asks for Pennzoil 2-Stroke Motorcycle Oil.

2nd Mike Runyard followed Tony across the finish for second. Mike's factory prepared Suzuki gets championship caliber engine protection from Pennzoil 2-Stroke Motorcycle Oil.

3rd Steve Stackable picked up the third-place points in the Open class on a Maico. Like Tony and Mike, Steve asks for Pennzoil too. Take a tip from these winners, when what you ride is worth caring for, Pennzoil is worth asking for.

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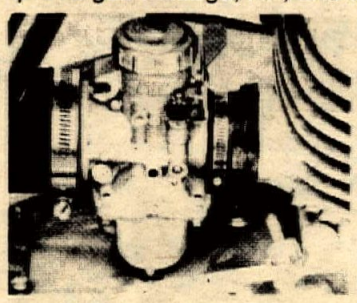

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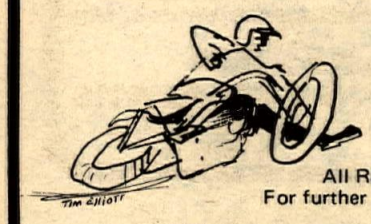

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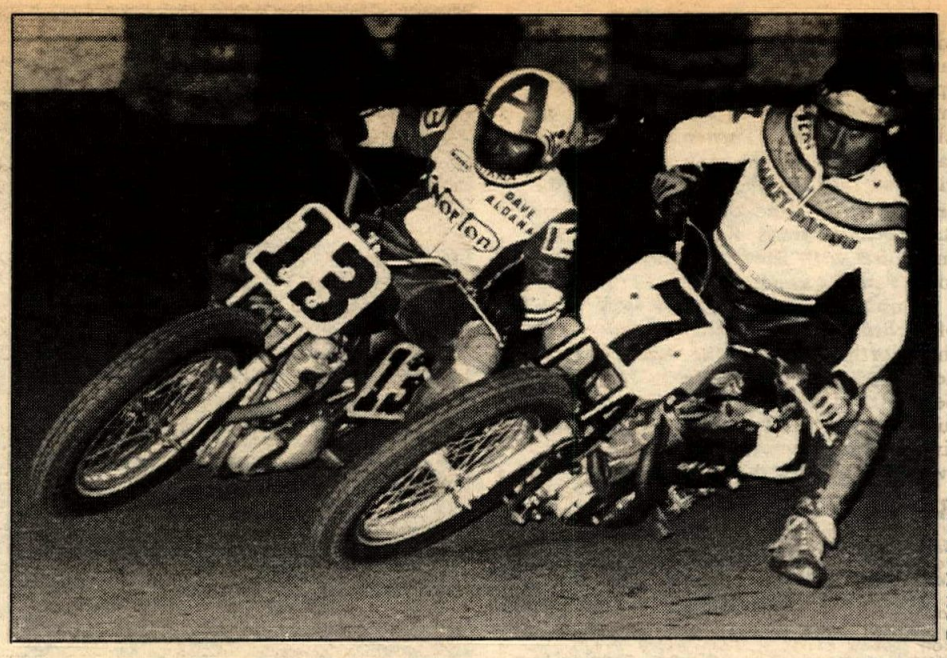


DAN MAHONY

Aldana gobbles Lawwill shortly before a fall cost him the Expert Main.

Ascot Half-Mile

By Bob F. Reed

GARDENA, CAL., APR. 19

"Give him a bike that will run and he's hard to beat." That's what has often been said about Tom Rockwood. Tuner Sal Acosta had

the Triumph ready to go and the combination was unbeatable in the fifteen lap Expert final on the half-mile.

Tom clocked in sixth fastest, one of the six to time in the fast twenty two second bracket.

The Harley-Davidson team was out in force with Mert Lawwill, Gary Scott and John Gennai. Dave Aldana had returned from his English road racing adventures. It looked like another National night at Ascot for the third round of the weekly Friday night races.

Lawwill and Gennai were the two fastest in time trials with Aldana third best. Mert, John and Aldana were the three heat race winners. In the Aldana heat Rockwood was right behind in a closing second after being detoured for the second week by rookie Rex Barratt, who again crashed in front of him.

Then the first of two British bike efforts happened. Aldana topped the two Harley riders in the Trophy Dash with Gennai getting by Lawwill for second. Eddie Wirth came up with troubles off the line and pulled in.

The Expert final was one for the Ascot history book. Of the ten riders on the starting lines, nine carried National numbers with only rookie Gennai breaking the string. Lawwill and Gennai were off to a fast one-two for the first lap. Aldana was a close third with Rockwood a distant fifth, behind Gary Scott.

Aldana punched his Norton into second at the end of lap two. Scott and Rockwood both passed Gennai on Lap Four, moving Scott to third, Rockwood up to fourth.

Lawwill, racing the Ascot half-mile for the first time this season, held off the bid by Aldana for two more laps but gave way on the last turn on Lap Seven. It looked like an opening night repeat run for Dashing Dave — but a surprise was yet to come.

The crowd shot to their feet when Lawwill, Scott and Rockwood went into the far turn on Lap Eleven. In one swoop Rockwood passed them both on the inside and moved to a distant second behind Aldana. Time and laps were running out.

Two laps later Tom was right on the rear wheel of the leader as they headed for the first turn on lap thirteen. Scott and Lawwill were having their own duel for third not too far back down the track.

Aldana went in high and Rockwood drove to the inside, pulled even, then ahead. Dave tried to stay with him and wobbled. It looked like he was going to recover to hold second when he lost it all the way, crashing hard going on the backstretch with less than two laps to go.

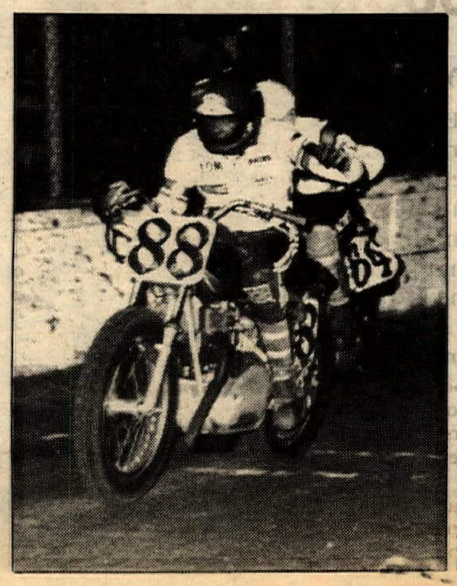
Scott made a game attempt to catch Tom on the last lap but it was no go at the finish with the Triumph turning in the fastest Main event total time so far this season.

It took only three weeks to sort down to what appear to be the top two Junior riders in the West this season. Ron Tobey, Bakersfield and Skip Aksland, Manteca went at it from time trials on to the finish.

It was a two rider race right from the start of the final with Tobey's Triumph up front. On Lap Three the race was stopped when Arizona's Rick Kraft hit the dirt hard, fighting for third place with fellow Arizona rider, Art Fredenburg.

On the re-start it was again Tobey leading Aksland. He led all the way to the start of Lap Eight before losing the lead and the race to Aksland on the borrowed Al Harmon Norton. Third place was a three rider fight to the finish with Tom Berry pulling it out on the last lap.

Tom Rockwood crosses the line in the money.



DAN MAHONY

Novice point leader and Main event winner two weeks ago, Don McWhorter, failed to show up, leaving the door wide open for Bert Turner to become the third Novice in three weeks to win the Lightweight final. Turner took the lead early and led all the way after winning his heat race on the Yamaha with the best five lap time of the night. Dave Racine and Brent Knauer ran second and third with Steve Eklund in fourth for a Yamaha sweep.

Junior Larry Schultz set some type of record. First he crashed in practice in the North turn. In the heat race he nearly crashed twice, one in each turn, before he finally did it again, crashing super heavy in the south turn, taking five hay bales with him. He walked away from a very short/long night. ●

Results

Expert Final: 1. Tom Rockwood (Tri); 2. Gary Scott (H-D); 3. Mert Lawwill (H-D); 4. Tom Horton (Yam); 5. Ron Moore (Tri); 6. Eddie Wirth (Tri); 7. Frank Gillespie (Yam); 8. Tom White (Tri); 9. Dave Aldana (Nor); 10. John Gennai (H-D).

Junior Final: 1. Skip Aksland (Nor); 2. Ron Tobey (Tri); 3. Tom Berry (Yam); 4. Alex Jorgensen (Tri); 5. Art Fredenburg (Yam); 6. Scott Smith (Yam); 7. John Allison (Yam); 8. Rick Kraft (Nor).

Novice Final: 1. Bert Turner (Yam); 2. Dave Racine (Yam); 3. Brent Knauer (Yam); 4. Steve Eklund ((Yam); 5. Gary White (Yam); 6. Doug Hannon (Bul); 7. Eric Gifford (Yam); 8. Mark Smith (Hon).

AME night MX

By Dale Brown

VALENCIA, CAL., APR. 19

As the AME night motocross program continued into its second week, a large contingent of Powder-Puffers showed up Friday night.

Among the entries were Jan Kline (Hon), a regular winner at Indian Dunes; Kelly Bartlett (Yam), Kline's most consistent opponent; and Bultaco speedsters Janene Turton and Cherry Stockton. Truly an all-star cast.

Kelly Bartlett led the troops through the first turn, but Jan Kline passed her on the second half of the lap. Kelly did a good job holding off Janene Turton for second. Cherry Stockton finished fourth, well behind the leaders.

The second moto belonged to Janene. Jan and Kelly argued over second in the early part of the moto, until Kelly missed a shift. Jan moved up to issue a challenge to the leader, but Janene wasn't having a bit of it.

The third moto belonged to Kelly. She took an early lead, never bobbled, and held it to the flag. Janene wasn't far behind, barely edging Jan for second.

All three riders were tied at six points apiece. Since the AME has gone to the Olympic scoring system, the final moto finishing order turned out to be the Overall positions. Kelly got the first place brass, with Janene second and Jan third. Cherry Stockton put together three fourth place finished for fourth Overall. ●

Keeter rides Harley to South Bay win

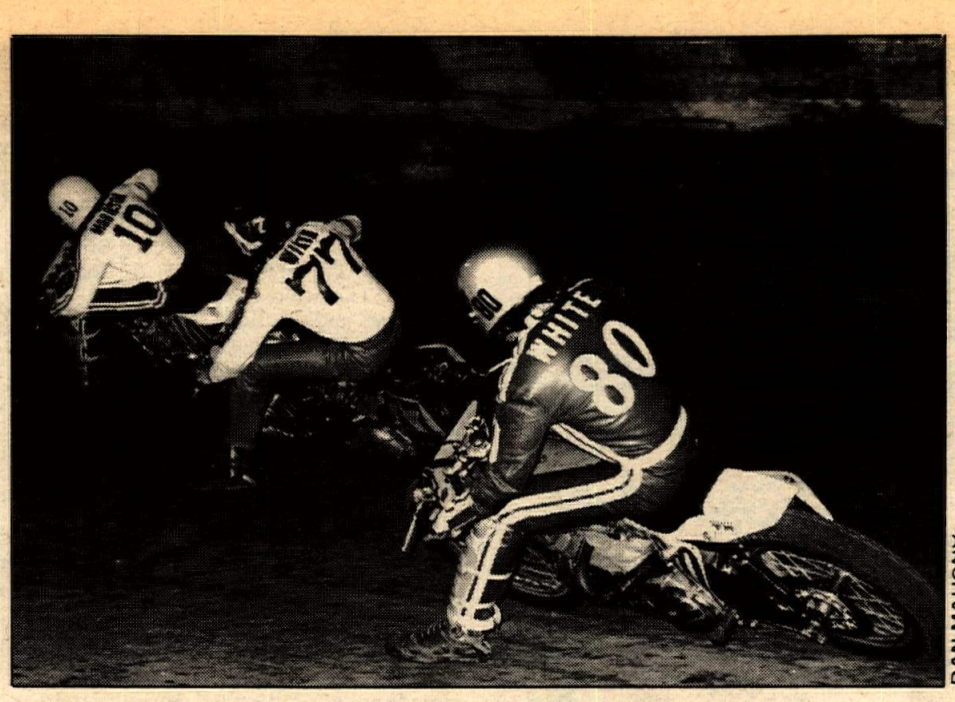
By Bob F. Read

CHULA VISTA, CAL., APRIL 20

Professional AMA half mile racing returned to South Bay Speedway in Chula Vista for the second time on the long hard surfaced oval that is within a stone's throw of the Mexican border.

For the second straight time, Triumph mounted Danny Hockie took fast time trial honors. Tom Rockwood broke out a Harley for the first time and was second fastest with Dewayne Keeter (H-D) third.

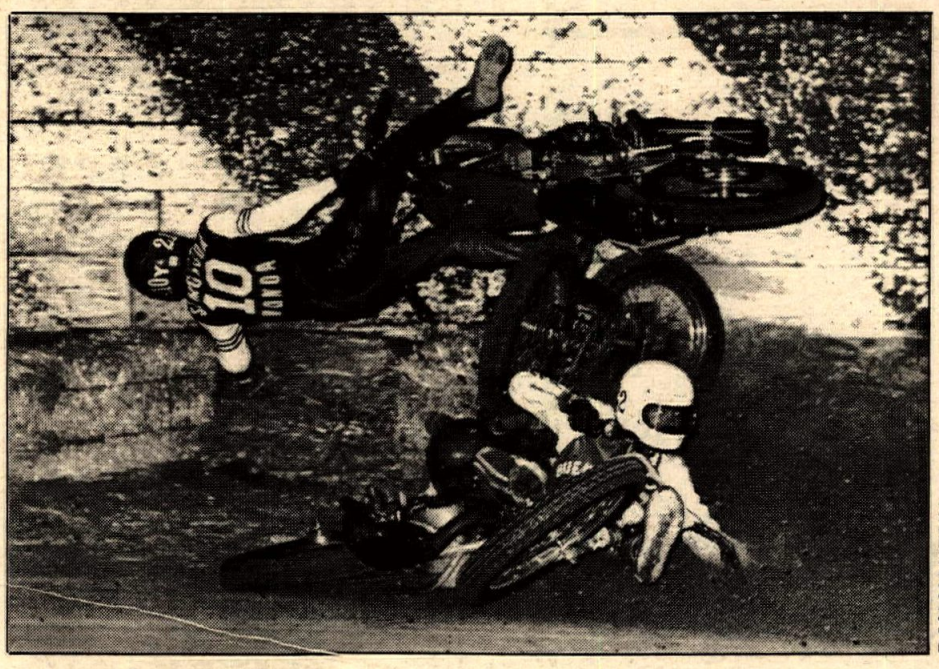
Both Expert heat victories went to Harley riders with Keeter enjoying near perfect starts off the line. Keeter and Tom White turned back the Experts in both heats with Keeter the fastest of the two.



DAN MAHONY

Tom White (80) gets set to dive under Eddie Wirth (77) in Expert heat action.

Novices Thomsen, Crowley and Hannon did this nasty-looking number and (luckily) walked away from it.



DAN MAHONY

Keeter recorded another of his perfect starts in the final and jumped into the lead with Tom White a close second. Wirth was in the middle of the pack in the early laps but passed both Hockie and Rob Morrison on the fifth lap to move from fifth to third.

Rockwood, who has ridden Triumph-only since turning Junior in 1968, was seventh for the first ten laps but then moved by both Hockie and Ron Moore in one turn to take over fifth. On the final lap he overtook and passed Morrison for fourth.

Stockton's Alex Jorgenson added his name to the fast growing list of Junior main event winners when he put his Triumph on the pole for the final and then went on to record his first half mile win. Tom Berry held off Scott Smith all the way for second place in the race that was stopped once due to crashes. A total of three Juniors went down, Art Fredenburg, Mike Clark and Earl Meyer. Art Carter also bailed, but was back in action on the re-start.

San Jose's Steve Eklund became the first Novice in the state this year to win two half mile Lightweight main events. The Yamaha rider who won at San Jose a few weeks ago won his heat race and then took an early lead on the first lap of the final, leaving the racing to second place. The race for second Novice went all the way between Brent Knauer and Craig Robinson. The riders changed position eleven times before Robinson edged his Kawasaki ahead of Knauer's Yamaha. Dave Racine, Ascot's current high point Novice, was fourth after starting from the back row. ●

Results

EX FINAL: 1. Dewayne Keeter (H-D). 2. Tom White (H-D). 3. Eddie Wirth (Tri).

JR FINAL: 1. Alex Jorgenson (Tri). 2. Tom Berry (Yam). 3. Scott Smith (Yam).

NOV FINAL: 1. Steve Eklund (Yam). 2. Craig Robinson (Kaw). 3. Brent Knauer (Yam).

Benton Indoor

By Shirley Campbell

CORVALLIS, ORE., APR. 6

With the Indoor Short Track season ending tonight, most Flat Track racers are wondering if it will ever stop raining. The outdoor flat tracks won't start on schedule if there isn't a break in the weather soon.

In the Minibike Trophy Dash, Loren Erickson (Hon) popped into the lead with Shawn Steinbach (Hon) and Scott Toy (Yam) battling for second. Toy got by Steinbach on the third lap to take second. Erickson claimed the top spot and went on to take a first in the A Main. Toy had to settle for second in the Main but put up a good fight to the finish.

In the 125 A Main, Kent Goar (Hon) got off the line fast and was in the lead all the way. Wayne Loesch (Suz) tried to close in but Goar had no trouble winning. Scott Nelson (Puc), a very young rider in this class, took a third.

The 200 class action was a little on the wild side. It took four restarts in the Trophy Dash to get the show on. Eddy Duncan (Puc) finally came up with the win. Rick Hill (Bul) and Jack Mott (Hon) were leading the A Main with Ken Celorie (Bul) in third. On the white flag, Hill and Mott tangled with each other and Celorie moved in for the win.

Season High Point riders were as follows: Minibike Shawn Steinbach (Hon) from Eugene. 100 class – Nick Nelson (Ric) from Corvallis. 125 class – Wayne Loesch (Suz) from Eugene. 200 class – Alan Busby (Bul) from Eugene. 250 class – Rick Oliver (Bul) from Corvallis. 360 class – Jack Heeter (CZ) from Eugene. ●

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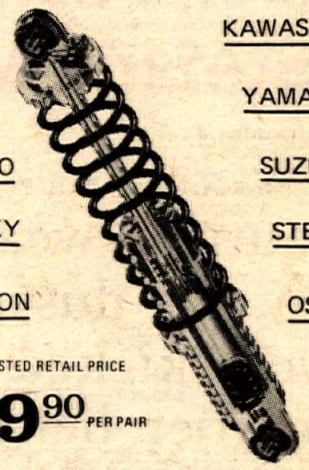

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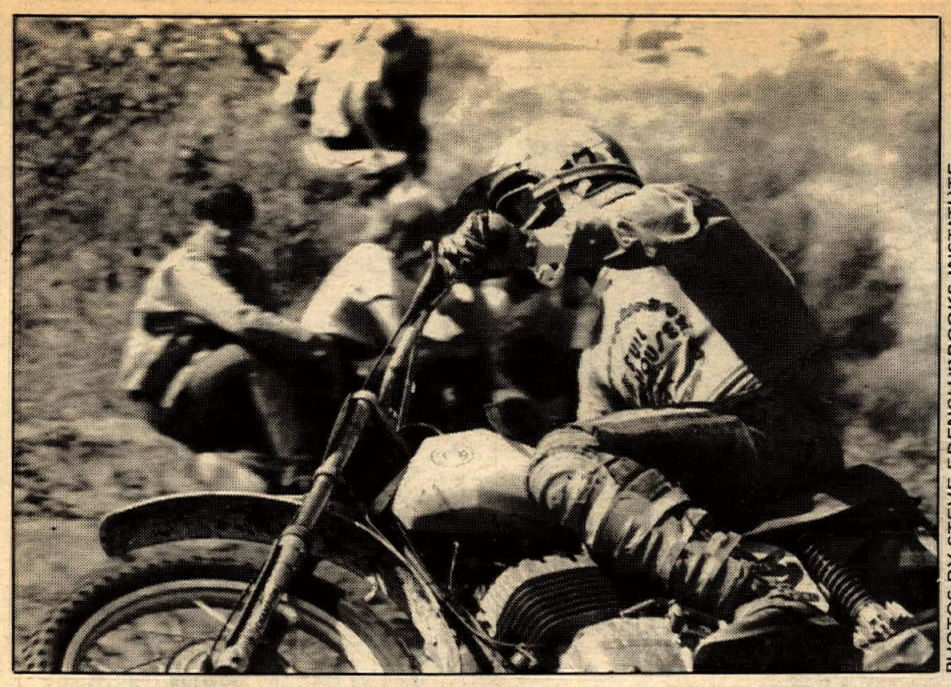


PHOTOS BY STEVE FRENCH/BROOKS INSTITUTE

Tony DiStefano both went fast and stayed together. . .it counted.

Spillway Inter-AMA Qualifier:

Smith, Thorwaldson, DiStefano win

By John Ulrich

SANTA MARIA, CAL., APRIL 21

Beautiful weather, excellent traction, no dust, and a minor rider's revolt kicked off the Inter-AMA Qualifier held today on the Spillway track built in a dry river bottom. A large crowd of people paid four dollars each to see a Marty Smith runaway, a Rich Thorwaldson consistency/smoothness special, and a Tony DiStefano war-of-attrition endurance run.

Ron Bass (Pen) and Ken Zahrt won the two 250 class qualifiers today. Bass, on a machine he reportedly had never before raced, beat Team Honda favorites Bill Grossi and Rex Staten doing it, with an added advantage – the 250 Honda team was mounted on their practice bikes (stock Elsinores with Koni shocks added) to save their works machines for the National next week. By the time the day was over and the consequences of the decision to run stock bikes in the Honda effort were known, Rex Staten would be able to thankfully say, "At least we won't ever have to race the practice bikes again!"

Marty Smith (Hon) shot into the lead of both 125 motos and stayed there all the way to the finish in each. He won the first by 34 seconds over second place Bruce McDougal (Hon) and lapped everyone up to fifth place in the second. Smith was mounted on his works 125, since no 125 class National the next weekend made Team Honda want to "save" his bike. McDougal's bike was also works, carrying him to a third and a second. Bob Keese (Bul) nabbed second in the first moto with a five second margin, but McDougal stuffed him back into third in the second. Overall it was Smith, McDougal, Keese, and DeWayne Jones (Can-Am) with two fifths for fourth.

The start of the first 250 moto was laden with crashes. Weinert and Grossi were involved in a several bike collision in the first turn Weinert later blamed on "Some squid cutting in front of me." After stopping briefly on the trackside to bend his shift lever back out from under the engine case, Weinert, now dead last, started a charge that would get him into third thirty minutes later.

Just about the time Weinert was re-entering the track, new Team Bultaco rider Ken Zahrt was taking the lead away from Gaylon Mosier (Hon), who ran up a track embankment in the first turn of the second lap and fell over. Zahrt's bike had a photo from the *Cycle News* Baymare National coverage taped to his tank by his mechanic to remind him of the caption and urge him on: "Ken Zahrt (Bul) started fast, but tired quickly."

Ron Pomeroy (Bul) tailed Zahrt with Rex Staten (Hon) third, (up from seventh at the start) when Gary Jones (Can-Am), who also was moving up from a not-so-swell start, got bumped by Jon Derhammer (Yam) as Jones was passing in mid-air off a high-sailing jump. Both went down in a cloud of dust penetrated by flailing arms, legs, and motorcycles. Jones picked it up fast and got gassing it again just in front of Weinert, who already had passed about seven guys. Even though the crash had him feeling a little hazy for several laps and he was still feeling the effects of a bout with the flu the week before, Jones would work up into seventh by the end of the moto.

Rich Thorwaldson hauled.

Meanwhile, without attracting a whole bunch of attention, Rich Thorwaldson (Suz) was gaining positions at a rate unrivaled by anyone except Weinert. He soon held fourth behind Zahrt, a still advancing Staten, and Ron Pomeroy. Staten reeled in Zahrt, Thorwaldson closed up on Pomeroy, and Weinert seemed to close on and pass everybody and anybody in front of him.

Staten whittled down Zahrt's lead and then took it for his own, and Thorwaldson passed Pomeroy and started to knock off the 14 seconds between him and second place Zahrt. Lap after lap Thor gained, as did Weinert. Jim passed Pomeroy, Thorwaldson passed Zahrt. As Radical Richard chased Rocket Rex and his practice bike, Weinert slipped into third to stay. Pomeroy dropped out with giant blisters on his hands, Thor took the lead and pulled away a bit as the crowd oohed and aahed appropriately. That's how they finished, Thorwaldson, Staten, and Weinert in the first three slots, followed by Zahrt.

Ron Bass pushed his Penton into the first turn first after the rubber band released on the second 250 moto, hounded by Jon Dallaire (Hon) and Staten. Weinert and Jones were running about fifteenth, both moving up fast. Staten wasn't sitting still, either, jumping into second after one lap and getting himself into a wheel-to-wheel back-and-forth dice with Bass in the process. Weinert was already in fourth by the third lap, Jones was in eleventh, and Thorwaldson was maintaining in sixth. Zahrt was way back after a bad start, destined to finish this moto in 21st place.

Staten stole first, Weinert took third, and Thorwaldson slid into fifth as Jones reached seventh. One lap later the stage was set for a replay of the giant Staten/Weinert dice seen at Hangtown two weeks earlier as Jimmy jammed

Ron Bass's virgin Penton won his qualifier.

into second. Another lap and, as Weinert took up from one to three seconds per lap on Staten's original nine seconds of slack, Thorwaldson moved up another notch for third. Weinert edged closer and closer to Staten, got into an axle-to-axle battle, and then, terribly suddenly, was first. Thorwaldson did the same thing to grab second, just flat hauling and looking *incredibly* smooth.

Weinert won this one, but Thorwaldson's second gave him the Overall for Suzuki, with Weinert second and Staten third. Jones and his fifth gave him fourth Overall. Bill Grossi gained eight places from a start in twelfth to finish the moto fourth, only good enough for seventh Overall, one notch above Arizona's Number One Chuck Lampe (Mai), who looked like he was getting dialed in during the first moto (taking a fifth), but falling back to fourteenth in the second.

Mike Runyard (Suz) took the first 500 class moto lead away from the gate with AMA 500 Number One Pierre Karsmakers (Yam) second, and Bryar Holcomb (Bul) third. Anthony DiStefano (CZ) was moving right up there when he crashed on the third lap as Karsmakers blasted into first and proceeded to show both how he won his title and how he won a reputation for doing well on sandy tracks – he ran away with the lead and hid from everybody. Holcomb passed Runyard until his bike ate a piston (only the first for the day) and DiStefano charged into third after recovering quickly from his endo. Pierre built a 38 second cushion between himself and Runyard. Runyard crashed as DiStefano pressured for second, and while the Suzuki pilot got going again for another two laps, he soon pulled off the track to be sidelined with a shoulder injury. Karsmakers' transmission turned itself to junk as he took the checkered flag, followed by DiStefano and Mitch Mayes (Hus), newly returned from training in Sweden with Husky.

Holcomb, his engine fitted with a new piston and barrel, jetted his new blue Bultaco into the lead with

Richie Thorwaldson. . .

DiStefano right behind in the second moto, one lap after Karsmakers' hole shot and first lap lead went away with the sick engine blues. It seems that Pierre had borrowed a complete engine from Mark Rodman and installed it between motos, only to have the engine blow a crankcase seal and turn itself into a smoke bomb special. Karsmakers was out after another two laps. DiStefano got past Holcomb, and the two leaders (having lapped everyone else), were soon hot on the tail of Doug Sherman (CZ) and Mitch Mayes running three-four. Holcomb's bike seized again (It's a drag when Bryar's bike blows, because while it runs, he is a jet.), and DiStefano lapped everyone except second place Sherman before the moto ended. Overall it was DiStefano's day. Sherman was good for second, Mayes was third, Frank Steiner (Bul) was fourth ahead of Karsmakers, who had enough points for fifth in spite of breaking in the second moto.

The much-anticipated Rex Staten/Pierre Karsmakers duel never came off since Rex rode his practice 250 today instead of his works 370, and Pierre returned to the Open class, but maybe next time . . .

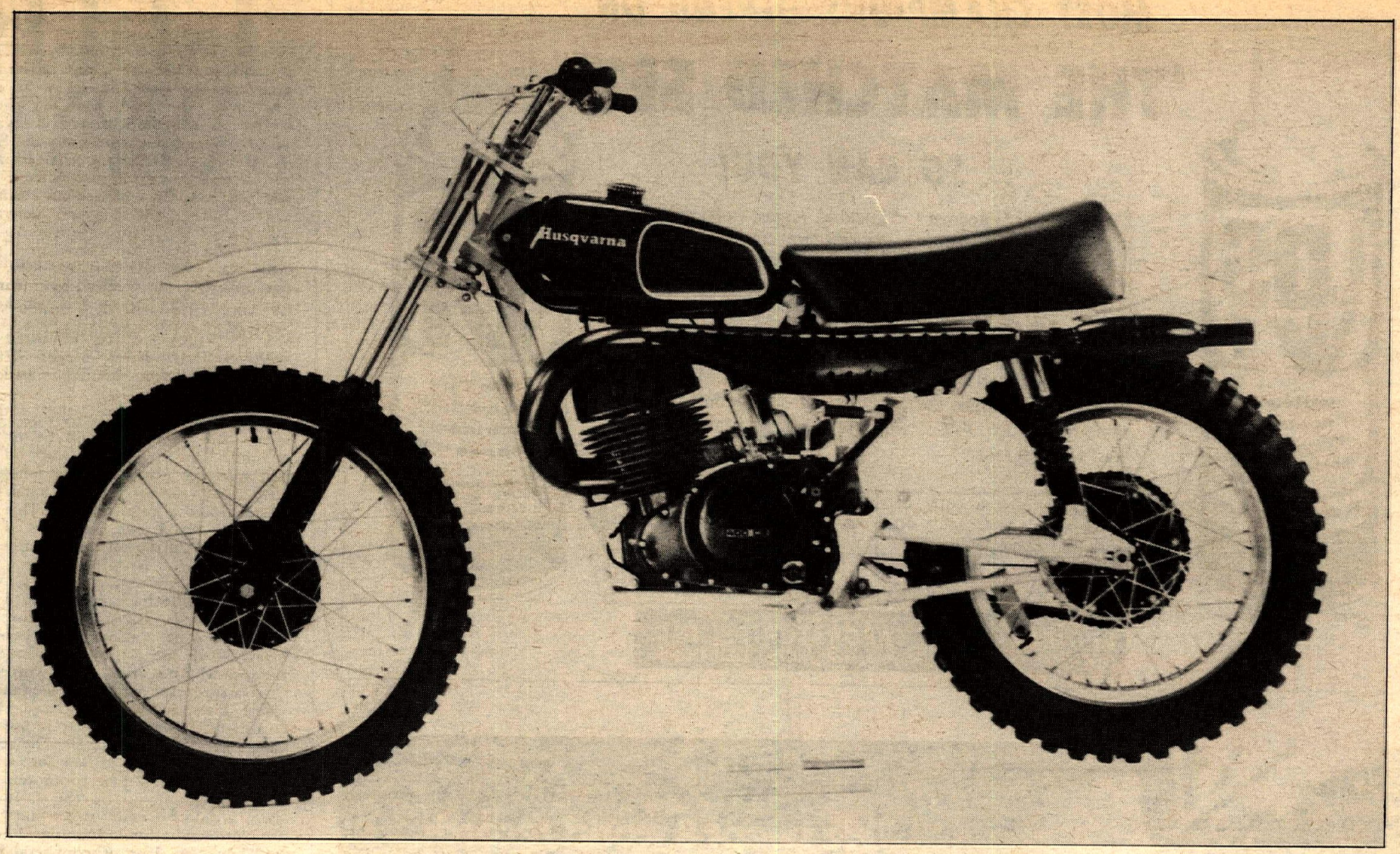
The rider's semi-revolt took place over the track charging $4 admission for everyone except racers, when the AMA rules clearly state that each racer shall get one free guest pass for someone accompanying him. Karsmakers and Weinert were chief instigators, threatening to not ride unless the matter was cleared up. Finally, when the AMA referee was somewhat wishy-washy in deciding which side to back, Jim suggested the money be added to the purse, which it was. But, as Weinert said later, "We've been screwed too many times. We work hard for our money, and they're not even paying appearance money." ●

Results

125: 1. Mary Smith (Hon) 1-1. 2. Bruce McDougal (Hon) 3-2. 3. Bob Keese (Bul) 2-3. 4. DeWayne Jones (Can-Am) 5-5. 5. Chuck Bower (Hon) 4-7. 6. John Keese (Bul) 6-6. 7. Frederick Joehner (Bul) 9-4. 8. John Geosinni (Suz) 8-8. 9. No. 730, 7-9. 10. Robert Varott (Yam) 11-10.

250: 1. Rich Thorwaldson (Suz) 1-2. 2. Jim Weinert (Kaw) 3-1. 3. Rex Staten (Hon) 2-3. 4. Gary Jones (Can-Am) 7-5. 5. Jon Derhammer (Yam) 6-8. 6. John Dallaire (Hon) 9-7. 7. Bill Grossi (Hon) 13-4. 8. Chuck Lampe (Mai) 5-14. 9. Rick Grafton (Yam) 11-7. 10. Robert Wharton (Hus) 10-11. 11. Ken Zahrt (Bul) 4-21. 12. Parry Klassen (Mon) 16-12.

500: 1. Tony DiStefano (CZ) 2-1. 2. Doug Sherman (CZ) 4-2. 3. Mitch Mayes (Hus) 3-3. 4. Frank Steiner (Bul) 7-5. 5. Pierre Karsmakers (Yam) 1-14. 6. Lars Larsson (Hus) 12-4. 7. Jim O'Neal (Mai) 10-6. 8. Peters, 8-8. 9. Faucett 9-10. 10. Rogers (Hus) 15-7. 11. Andrew Baines (Mai) 14-9.



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THE NATIONAL PAPERS

The only breather on the AMA National professional schedule is fast coming to an end. The month of May finds the big buck slate resuming with two first-time National dirt track races, one at San Jose, California, the other in Denver, Colorado.

Slight confusion concerning both races: San Jose race will be on the one-mile dirt oval and not on the half-mile on Sunday afternoon, May 19th. Last year San Jose had a half-mile National and a mile National. This year there are again two Nationals at San Jose. Both will be on the one-mile dirt oval.

Why two mile track events? Only those fans who have never seen a mile would need to ask that question. The San Jose Mile National last year has been called one of the greatest of all time, so why not stick with a winner?

If a survey of hard-core race fans was taken, the mile would win hands down, so this type of racing has to impress the first-time cycle fan as well. The second mile track National at San Jose will be on July 7th. San Jose promoters have long been hung-up on the early July date, a date for many years that found the National half-mile running.

When San Jose asked for and was granted two Nationals of the same type there were some eyebrows raised, especially in the East, as to why and how. First of all, nobody before has ever asked for two Nationals during the same season on the same track. Second, a purse of $15,000 for each event was agreed upon. The most important fact could be that the San Jose mile last year was table-top smooth and put on the best dirt show of the year, thanks to the preparation of Harold Murrell.

More seats are being added for the May 19th event and they will need every one of them. Tickets were on sale at the April 7 half-mile there and going strong. The San Jose May 19 and July 7 miles, plus the Golden Gate mile later in the year give the West a record single-season of three mile track events. It is a totally different picture from just a couple of years ago when it looked like there would be no miles west of the Mississippi.

The really new half-mile is located at the Adams County Fairgrounds on the north side of Denver. It's a terrific track that has been the scene of some non-sanctioned by anybody half-miles with a few local area Denver riders of little or no experience trying their luck.

The Fair Board has guaranteed the promoter at least 10,000 seats for the Sunday afternoon, May 26 Memorial Day weekend event. Some of them will be under the roof.

The Denver half-mile replaces the Colorado Springs mile that was run for two years. That mile was both sandy and rough and the seating was limited. The switch should prove to be a wise change for Denver and the surrounding area.

In addition to the half-mile National the event will also feature a road rider tour that starts on Saturday at Honda of Boulder, a firt-time motorcyclist's golf tournament on the course that adjoins the track, and a carnival out in front of the grandstands for the kids. It's a road rider's dream, with all of Saturday to get there and all day Monday, Memorial Day, to get home. The promoter has hired a top-rated dirt track man to put the track into National condition.

The old Colorado Springs mile complex has undergone a face-lifting and the plant now has a short track half-mile and a T.T. Track where some non-National racing will take place on the two nights prior to the National half-mile an hour up the road.

San Jose and Denver actually kick

off the '74 National season. From there, the riders head east for more straight weekends of National events that include two half-miles and two road races and many better than average non-National dirt track events on the road race weekends and between Nationals.

The AMA National Championship Committee will hold its first meeting late in May to start setting up the '75 schedule. More than one promoter of major status is ready to jump on the cycle racing bandwagon after looking at the crowds that have already appeared at Houston and Daytona. San Jose and Denver should also play host to overflow crowds as half-mile and mile track racing are really the choice of the majority.

Riders in the west now have every Friday night at Ascot Park in Gardena for shakedown runs. Ascot is paying the highest purses ever, with a monthly point fund to the top riders.

Ascot also hosts a Regional half-mile on Friday night, May 17th, the weekend of the San Jose Mile National. The new half-mile, South Bay, down San Diego way hosts another AMA pro event on Saturday night, May 20 with more at a later date.

Novice and Junior riders would do well to get into these early season half-mile races at Ascot and San Diego, since more than one promoter is talking of special Novice and/or Junior "invitational" races to be run at Nationals or Expert-only events later this season. The only way to get on the invitational list is to prove it on the race track.

One of the San Jose Nationals last season had a Junior invitational. It ended up as the closest race of the day and a real crowd pleaser. They invited the top twelve Junior half-milers for that one, based on points gained in the previous events.

Some complaints came in from outside of California that T.T. Juniors were not invited. The promoters want riders who have proven their ability in the type of racing they are running. Riders have to follow the races, not the other way around. A winning half-mile Junior will beat a winning T.T. Junior ninety-nine out of one hundred times.

Anyway, it's National dirt track time once again under the good old sun, with San Jose on May 19th and Denver the following Sunday on May 26th. Rocky Mountain and surrounding area fans will have their only chance on the 26th to see the best dirt track riders in the world. Anybody who lives east of Kewanee, south of Vancouver, Canada and north of Corpus Christi, Texas will be heading for San Jose on the 19th, hoping to see a mile track show that only has to be half as good as last year's to be the best mile of the year. I've got my bags packed already for both races.

Bob F. Read

SPEAKING OF SPEEDWAY

California Speedway season begins

A couple of things helped break up the monotony through the winter Speedway layoff. These were the Speedway in the Houston Astrodome Sunday, February 3, 1974, which was a very good meeting, as the World Champions Ivan Mauger, Barry Briggs, and Ove Fundin, were all on hand to give us a run for our money, or should I say we were there to give them a run for their money.

Then on March 15, 16, 17, we met a European test team at Costa Mesa, California in a three-day Test Match Series. Though the U.S. lost the match, it really wasn't all that bad, because the U.S.A. did win in overall points for the three days. But that wasn't good enough, because the Europeans won two out of three, but just by the skin of their seats. Now a few weeks after the Test Series we are in shape for hopefully another fantastic season.

Starting out the season will be Bakersfield on Wednesday, April 17th, at the Kern County Fairgrounds, promoted by the famed Digger Helm. Then on Thursday nights we go to Irwindale at the Irwindale Raceway on the one-fifth mile oval, promoted by Steve Evans. Then of course Friday nights we run at the Costa Mesa track, promoted by Harry Oxley, also Mr. Oxley runs the track at Ventura, California on Saturday nights. These races run for a six-month season every Wednesday, Thursday, Friday, and Saturday night.

Then a couple of new things are on the agenda for this season. One is that the AMA is slowly re-entering Speedway and possibly setting up America for a World Championship qualifying round. I should have all the details on this next month. Then, hopefully, mini-speedway bikes will be running at a few of the speedway tracks, as well as possibly their own night of mini-speedway. I will also have more information and details on this next week.

See you all at the races!

Mike Bast

Rider safety courses

West Valley Occupational Center a unit of Los Angeles City Schools, offers courses in motorcycle rider safety several times each year. The purpose of the course is to help beginners learn the best motorcycle safe riding practices and to assist them in passing the motorcycle riders license test. There is also instruction in the basic procedures for keeping motorcycles in good operating condition.

Persons enrolling in the course can use their own motorcycles with the instructor's approval or those furnished by the training center during riding practice. Each person must wear a safety helmet furnished by the school or his own helmet if approved by the instructor.

The motorcycle safety course was developed under the guidance of the California Motorcycle Safety Council, State Department of Motor Vehicles, Automobile Club of Southern California, Los Angeles City Schools Safety and Driver Education Section, Los Angeles Police Department, and California Sate University, Northridge.

Enrollment is open to any person 16 and over, on a first-come basis. Each individual must show a California motor vehicle driver's license. Persons still attending high school must also show proof that they have completed driver education and driver safety courses. Persons between 16 and 21 years of age must submit a parent approval form. The cost of the course is $5 for those under 21 and $12.50 for those 21 and over.

The motorcycle safety course consists of five, five-hour training sessions held on consecutive Saturday mornings from 8:00 a.m. – 1 p.m. in Room 42. The next program will be offered April 20 through May 18, 1974. For additional information contact the registration office 9 a.m. to 9 p.m. Monday through Thursday, or 9 a.m. to 4 p.m. on Friday. West Valley Occupational Center, 6200 Winnetka Ave., Woodland Hills, CA 91364. (213) 346-3540. •

Yamaha MXer injured

BUENA PARK, CAL., APRIL 10

Injury has taken its toll of the Yamaha motorcycle racing effort for the second time this season with motocross star Tim Hart now temporarily relegated to the shelf.

Hart, 24, of Torrance, California, suffered a broken right wrist in a fall during last week's Hangtown Classic at Plymouth, California. He will be out of action for approximately six weeks. •

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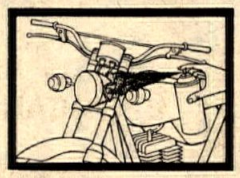

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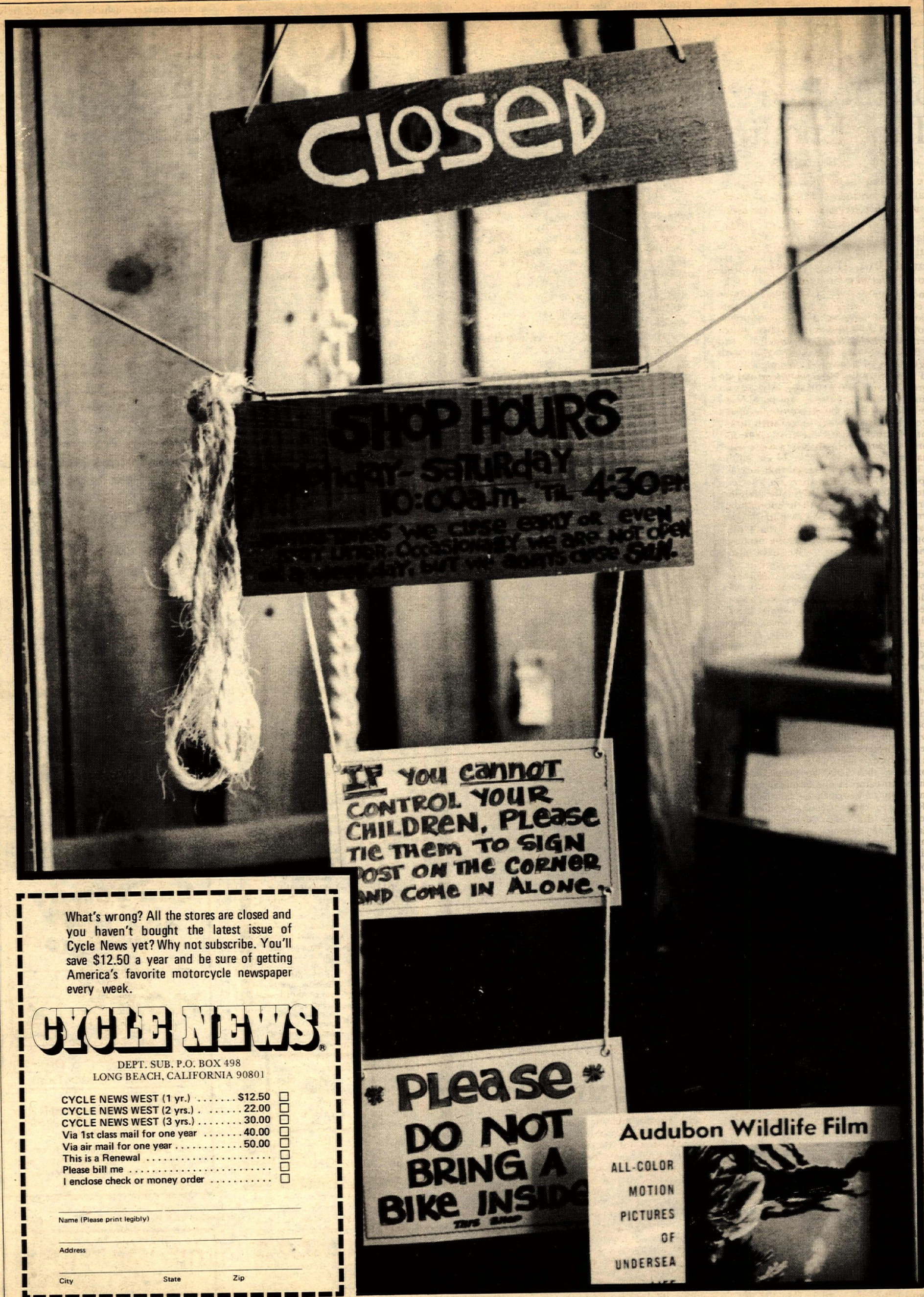

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Getting the Garter or, the Red Tape Enduro

We almost lost the Red Garter National Enduro this year. In fact, if it hadn't been for the tenacity of D-37 legislative officer John Clauson, backed up by George Putman and several other concerned Dirt Diggers, the event would already be written off and cancellation notices in the mail to the pre-entries. What happened is an example of what a few vicious little people can do when motorcyclists leave them the whole arena unopposed.

Beginning late last year, the Dirt Diggers began to unravel the long roll of red tape that lay between them and a Forest Service permit to run in the Los Padres National Forest, as they had done before. Step by step they plodded through the paperwork jungle with little hint of trouble until the first week in April, with the event barely a week and a half away.

That's when they learned that Forest Supervisor Robert Lancaster, in a letter dated March 26 (which finally arrived April 3), had denied their special-use permit. The letter said, in part: "The reason for the denial is that the proposed time is during . . . the nesting period of the quail . . . We have also received a petition from a number of landowners in the area indicating their opposition to the running of the enduro . . ." The letter went on to the effect that the Dirt Diggers are nice guys and motorcycles have a legitimate right on the land, but this time, fellas, you've been had.

On April 2, Johnny Clauson had the word from the discouraged Diggers and got on the horn to *Cycle News*, among others. Checking from our end revealed that there was also trouble with the Santa Barbara County Board of Supervisors over a permit to camp on private property. The Board, too, had received letters and a petition against the enduro, and was under the impression that 1500 to 2000 people planned to camp in and about the small community of Ventacopa, California.

Rising to the occasion, the County determined that the Diggers were in violation of zoning ordinances (no camping permit) and should be issued an injunction forthwith. Only then did they contact the Diggers, to find that the club, under pressure, had already moved the starting area and would be camping a limited number of people on Federal land in the Ballinger Canyon area, none on private land. In short, the Board of Supervisors had been goaded into spinning its wheels for nothing.

By this time, a pattern was beginning to emerge. A fact-finding trip to Ventacopa, coupled with more research, confirmed it. One family who owned several parcels of land in the area, had spearheaded a pressure campaign against the enduro because they didn't want wholesale motorcycle riding to get started there.

The family had stirred up the Forest Service, the Santa Barbara Board, and possibly the Fish and Game people as well, creating the impression that they spoke for all the property owners around Ventacopa. They had also circulated a petition, obtaining some 42 signatures, which they copied and shot off to the various agencies.

It turned out that thirty of those signatures had been obtained under questionable pretenses from the members of a nearby commune. A spokesman for the commune, basically a religious group, told *Cycle News* the petitioner had given them the impression the event was to be an international motocross, complete with thousands of rowdy spectators. When they learned it was only an enduro (one or two of the men used to ride dirt and knew the difference), the commune people wrote the Forest Service to withdraw their signatures. This bit of info would have remained conveniently buried but for the persistent digging of the numbers of bike people who were now involved.

By April 3, Clauson, the Diggers, M.O.R.E., and AMA District 37 were all making calls up and down the chain of command above and below Lancaster's office. The sudden pressure from bikers triggered a last-ditch meeting in the District Ranger's office to reconsider the whole tangled hassle.

Attending were the landowners, George Putman and Don Hanna of the Dirt Diggers, John Clauson and Sam Cook from D-37, Forester Paul Rich, representatives of three county Sheriff's departments (Kern, Ventura, Santa Barbara) two Fish and Game people, and *Cycle News*. Ted Zrelak, the District Ranger presiding, looked and sounded like a harassed public servant who fervently wished all these people were on somebody else's back.

Step by painful step, all the obstacles were discussed and dealt with. Camping on private land, even with the owner's permission, was out. Could the club enforce this? Yes.

Fish and Game not only wanted to curtail the enduro, they wanted to talk about ending all motorcycle riding in the Ballinger Canyon area. George Putman said, "You may find that motorcycles are actually good for the game, in that they drive hunters away. I know places that used to be alive with rabbits five years ago. Now you don't see a single jack or cottontail, because hunters have shot them all dead! Yet where motorcycle traffic discourages intense hunting, the small game is everywhere." Fish and Game started to bargain. Would the enduro be confined to existing trails a quarter of a mile from quail watering spots? Yes.

The landowners remained. Could the enduro be routed around their land? Yes. Then they could not object, so they left.

Was the April 13 date critical? Could the club hold the event some other time? Yes, but postponement would cost them the National sanction. The club already had $2500 sunk in the enduro, so losses would be substantial.

Point by point, extra conditions were heaped on the club and objections bypassed or overcome. Finally, Ranger Zrelak concluded, "Well, if you can solve the problems we've discussed, I see no reason why we can't go through with your permit."

The club finally received its permit at noon Friday, the day before the event. Surprisingly, the enduro itself came off beautifully as Ron Schneiders reported last week. The Diggers had nothing but praise for the cooperation they had Saturday, not only from the Forest Service, but from the various sheriffs agencies that worked with them the day of the event.

Analysis

One small group of people, by puffing themselves up to appear bigger than they were, nearly persuaded a willing bureaucracy to deny hundreds of citizens their access to public land.

They were able to pull it off (almost) because the bureaucracy *had never heard from us!* Right. With the exception of one or two rangers who had worked face-to-face with the Diggers, no one had heard of us, or the enduro, until the landlords stirred them up.

The bureaucrats need to be reminded constantly that we have a legitimate right on multiple use land.

The quail issue was largely a red herring — this time. It will return as an issue, because the Fish and Game people came to the meeting speaking not for the quail (which are not an endangered species), but for the hunters who have hunted small game to death any place that motorcycles are not. Now they want it all, and if we don't give the affected agencies some measure of our numbers, the hunters could get it all while we were looking the other way.

The name of the game is pressure-group politics, and it will be played whether we ask to be dealt in or not. At stake is our continued access to public land. The Red Garter enduro was saved by the skin of our teeth, but this is only the opening round.

Lane Campbell

THE ENDURO SCENE

ISDT Qualifier

The big thing coming up for Southern California enduro riders is the ISDT Qualifier out at Barstow April 27-28. The Qualifier is being hosted by the Shamrocks MC, the same club who put on one of the best qualifiers last year. That one was held in June and it was well over 100 degrees so the Shamrocks got the date moved up this year, hoping for weather in the 70s. At this writing the Shamrocks have 152 entries, about 50 more than last year. Also different from last year, some District 37 desert racers have entered. They just might pull a surprise if they can grasp the rules to their advantage. Some of the local hot shoes include Mark Adent on a Penton and Tom and Cordis Brooks on Bultacos.

The Desert MC has five club teams entered led by the bearded District 37 Enduro steward Stan Baldwin. Other local clubs entered are the Prospectors (three teams), Chaparrals (two teams), Checkpoints (one team) and the United Racing Association (one team) of which I am a member. Some of the better Northern California riders are coming down to try their luck in the desert, including Ben Bower who blew everyone's mind at the Red Garter. Factory teams entered are Penton (three teams), Bultaco (two teams), Rokon (one team), Husky (one team from Fort Hood, Texas) and the Ossa team with Dave Latham and Charlie Vincent. It should be an interesting qualifier!

Word is the course is 229 miles each day, starting and ending at the Holiday Inn in Barstow. The loops are approximately 52, 61, 63, and 52 miles respectively. There will be three special tests each day, two cross country and one acceleration. Oh yeah, the rumors are really spreading hot and heavy about a rock section reported to be 20 miles long and a real bike breaker. I wish to calm your fears at this time. It's only 12 miles long.

Since the 1973 ISDT was held in the United States for the first time a lot of interest was generated in this event. If you aren't doing anything the weekend of April 27-28 come on out to Barstow and check it out. Watch how some of the best riders around tackle the desert. You just might learn something.

Honda's Red Garter

If you noticed the results of the Red Garter Enduro it was most interesting to observe that three of the first four places were MT-250 Hondas. Winner Jay Tullis and fourth place Marv Munyon were on factory sponsored bikes while second place Mike Adams was on a MT-250 that was so stock it wanted to make you cry comparing it to your jazzed up-trick-super enduro bike. He even ran the stock trials tires which every magazine that has tested the bike has sworn wouldn't work in a serious enduro or off-road work. All I know is there is a lot of talent on that bike and if he ever decides to trick his bike out he is going to be doubly tough to beat.

Was that Malcolm Smith I saw riding Buddy Up with some foxy tootsie at the Red Garter? Some guys bring extra water in case they break down. Others bring food, or tools. But Ol' Malcolm . . .

Speedo crash protection

Most Japanese enduro bikes come equipped with both a speedometer and a tachometer, which is immediately consigned to that junk box in the garage attic. Well, this is fine but it usually leaves the speedo mounted in a somewhat vunerable place. Most 100cc models come with just a speedo mounted right in the center up closer to the rider and also more protected in case of a crash. The mounts only cost a buck or two and can be in most cases bolted right on with minimum work. Much more sanitary.

Enduro product evaluations

Fogeater ® Goggles

Manufacturer: National Hydron Inc.
Address: 1633 Rothsville Road
Rothsville, PA. 17573
Telephone: (717) 626-2028

Ever had your goggles fog up on you at the worst possible time? You can buy a cure now. I tested one of the new goggles from the National Hydron Company and was very impressed. No matter how slow I rode or even when I stopped the goggles refused to fog up. They coat the lens on each side with what they call Hydron ® which prevents the lens from fogging, pure and simple. I was most impressed with them and the vision was very good also. You should try them for fit on over your helmet though. The model I tested (No. 90—$7.95) didn't seem to fit over a Bell Magnum helmet properly. I didn't have any problem with my helmet though. You can buy not only goggles but visors, flip-up shields, and bubble shields from the National Hydron Company.

Bell Fog-Free

Distributor: Webco, Inc.

Don't want to go out and buy a new pair of goggles? Well, try spending a buck and get a little bottle of Bell Fog-Free. It doesn't do a 100% job of preventing your goggles from fogging up but I could estimate it does do about 90%. No too bad of an investment for 100 pennies. Just put a couple of drops inside your lens and wipe off and presto: Pretty close to a fog free goggle.

VHT Expansion Chamber Paint

Manufacturer: Sperex Corp.
Address: 16131 South Ample Ave.
Gardena, Calif. 90248
Telephone: (213) 323-6162

Your old pipe looking ratty? A can of VHT Expansion Chamber Paint will even work on four stroke pipes. I had a new Skyway welded on my pipe for the Red Garter Enduro and used the paint to touch up the pipe and silencer. It looked real nice and seemed to hold up OK. I don't think any paint will hold up by the header pipe though so don't expect miracles there. This paint won't do it either. Just too much heat comes out there. The can holds enough to paint your pipe many times over so the cost per application is reasonable.

Larry Langley

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WRITIN' AROUND

Bits and pieces from a reporter's ragbag

Whatever becomes of the gasoline shortage, one thing I like is the current 55 mile-an-hour speed limit. Sure, it takes a little longer to get where you're going, but you have a better chance of arriving in one piece, and a much pleasanter time on the way. At 55, it is possible to flirt with the human beings in the vehicles around you – something I never could engineer at 70. Scenery passes in a stately procession, the world slows down. Besides, it does improve gas mileage.

It is reassuring to note the public cooperation with the government's request to slow down. Even before the speed limit signs were changed, traffic began to move along at a more sedate pace . . . it seemed like the patriotic thing to do. This is a good example of how well government operates, when it has the consent of the governed

Soon, I suppose, the fuel will flow again and the limits will rise to a maddening speed. Traffic will again increase by ten percent a year and life will be back to normal. When that time comes, I'll look back on these lightfooted days and say, "it was nice while it lasted."

Everybody who rides a cycle in traffic, like a David among Goliaths, surely realizes that No-Fault Insurance is a dangerous thing. Car drivers may already escape criminal prosecution for snuffing a cycler by saying "I didn't see him." But at least they still have to pay the financial price for violating our right of way. Give Goliath a free hit and David has only a prayer. Not that there would be any street bikes on the road under No-Fault anyway, for the high insurance rates for motorcycles would eliminate all but the richest and most foolish riders before the car drivers locked them in their sights.

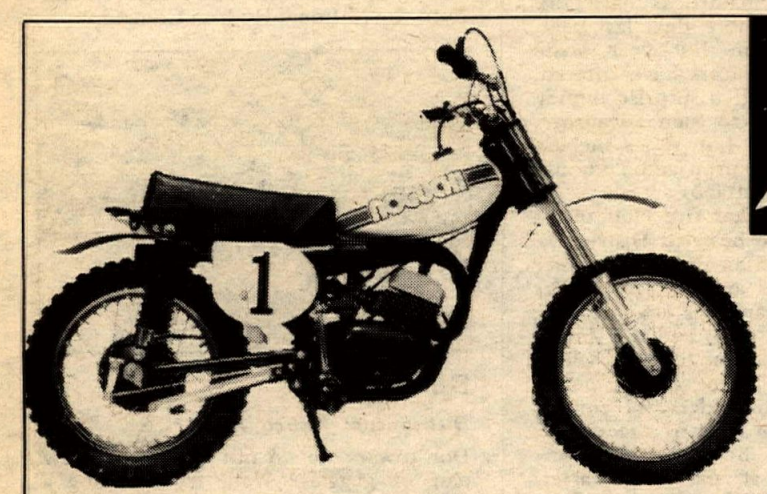
But I wonder how many small car drivers realize that they, too, would be at a great disadvantage under No-Fault. All the studies show that passengers in small cars suffer considerably worse damage in a collision with a full-size auto, so the No-Fault personal injury rates for VW's, Vegas and Pintos will have to be considerably higher than the premiums charged for Cadillacs, Lincolns and Chryslers.

The motorcycle industry and enthusiast is opposed to No-Fault unless cycles are excluded. But it seems to me that everyone has a lot to lose if any form of No-Fault passes. Except the insurance companies and the limousine set, of course.

We've been waiting very impatiently for an expected influx of new American motorcycle manufacturers. Conditions seem right, but for various reasons it hasn't yet occurred. One reason is America's lack of original equipment manufacturers. Sure, we have a lot of wheelmakers, pipe makers, frame builders, etc. But they work in batches of one at a time, with prices to match.

Now that Kawasaki is building a factory in Nebraska, and Power-Dyne, Attex and Rokon are joining Harley-Davidson and Yankee with locally manufactured motorcycles, and now that three major snowmobile manufacturers have gone out of business, leaving a number of Koehler free-air engines available, maybe some smart money is reading the signs and maybe we'll see some O.E.M. plants starting up on these shores.

Charles Clayton



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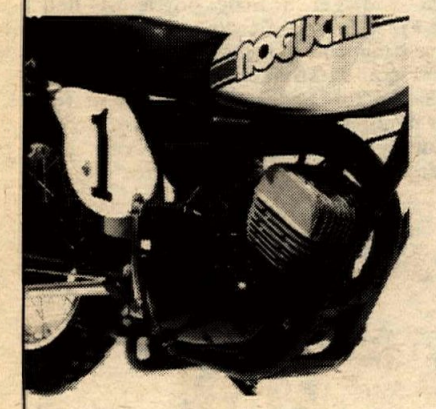

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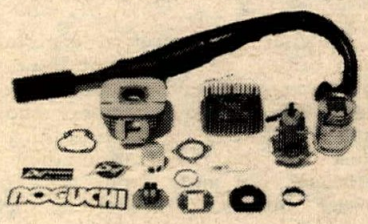

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PHOTOS BY DALE BROWN

Steve Staats wins DRA hare scrambles

By Dale Brown

CALIFORNIA CITY, CAL., APR. 21

The wildflowers were out in abundance. The air was warm, not hot, and still. In this atmosphere, today's Desert Racing Association (DRA) Hare Scrambles fired off.

The course itself was fast, not difficult, but very fast. The starting area was super smooth, with only an occasional puckerbush to remind the rider that he wasn't flying. After that there were lots of whoopdies, one good sized uphill (with a good steep descent), and a fast straight to the finish. The finish area included some soft, loose berms that motocrossers would kill for.

At the smokebomb, Novice George Harvey and Expert, Wayne Garrett, both pushing big-bore Huskies, were side by side. Shortly afterward, Garrett started pulling away.

Steve Staats, aboard a very sano 350 Honda four-stroke single, was moving up. Fifth at the bomb, Staats passed Garrett for the lead shortly before the hill (about three-quarters of the way around the loop). Staats and Garrett swapped positions twice while the other pitted, but Staats led the second loop. Garrett finished second. Harvey, who has been consistent since he got the 400 Husky, grabbed third and first Open Novice. John Steen, another Novice, really pushed his 250 Honda, finishing fourth, first 250, and first 250 Novice.

Gus Paul, who carried the DRA Number One Plate, finished fifth, third Open Expert. Bill Carr was first Amateur, finishing sixth on a 250 Yamaha. Jim Irby, who had been dicing with Carr, brought his 360 Yamaha in next for first Open Amateur.

The Beginners, who had started after the dust had cleared from the earlier start, were led to the finish by Richard Feltz, riding a 250 Bultaco.

There were only three girls riding today, and Leslie Klug (250 Hon) was in first, completing both laps.

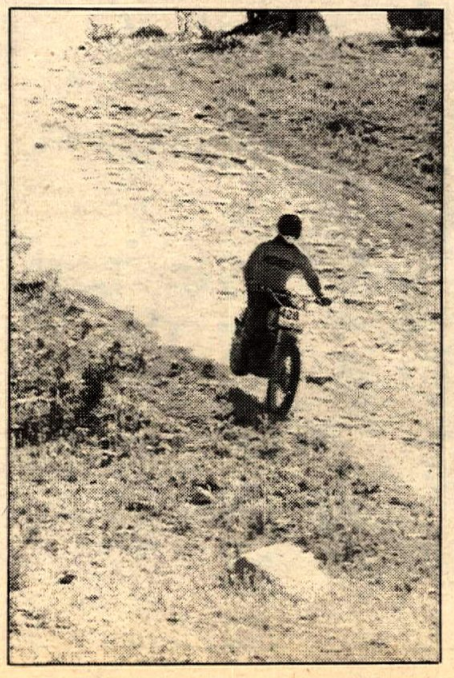
Reporter's Notebook: The DRA used a Grand Prix finish, so once Staats finished, the race was over. Many beginners finished only one loop. . .All results are unofficial. . .The course was well marked. . .With the fast course, there were a few get-offs, but only one injury. . .However, one guy finished with his handlebars held together by a splint made of a twig and a bandana. ●

Results

Open Ex: 1. Steve Staats (Hon).
Open Am: 1. Jim Irby (Yam).
Open Nov: 1. George Harvey III (Hus).
250 Ex: 1. David Logen (Hon).
250 Am: 1. Bill Carr (Yam).
250 Nov: 1. John Steen (Hon).
175 Ex: 1. Dean Hammonds (Bul).
175 Nov: 1. Phil Stumbo (Yam).
100 Ex: 1. John McDonnell (Hod).
First Girl: Leslie Klug (Hon).
Beginners: 1. Richard Feltz (250 Bul); 2. Larry Holden (360 Yam); 3. Pat Kouri (250 Hon).

Corners in a desert race?

Steve Staats smokes.



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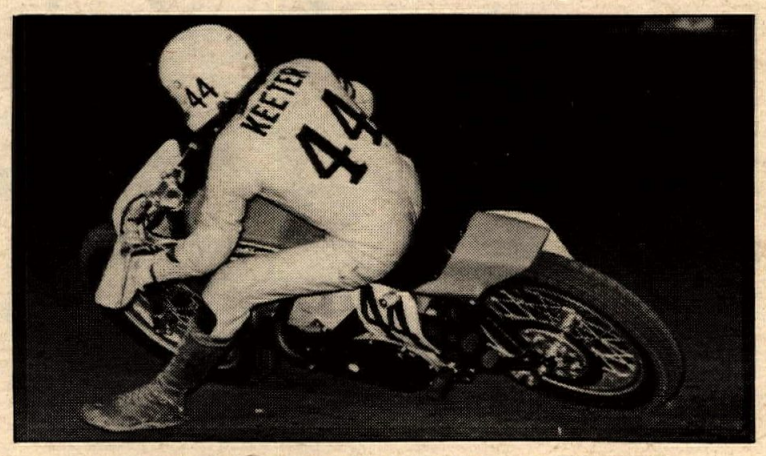

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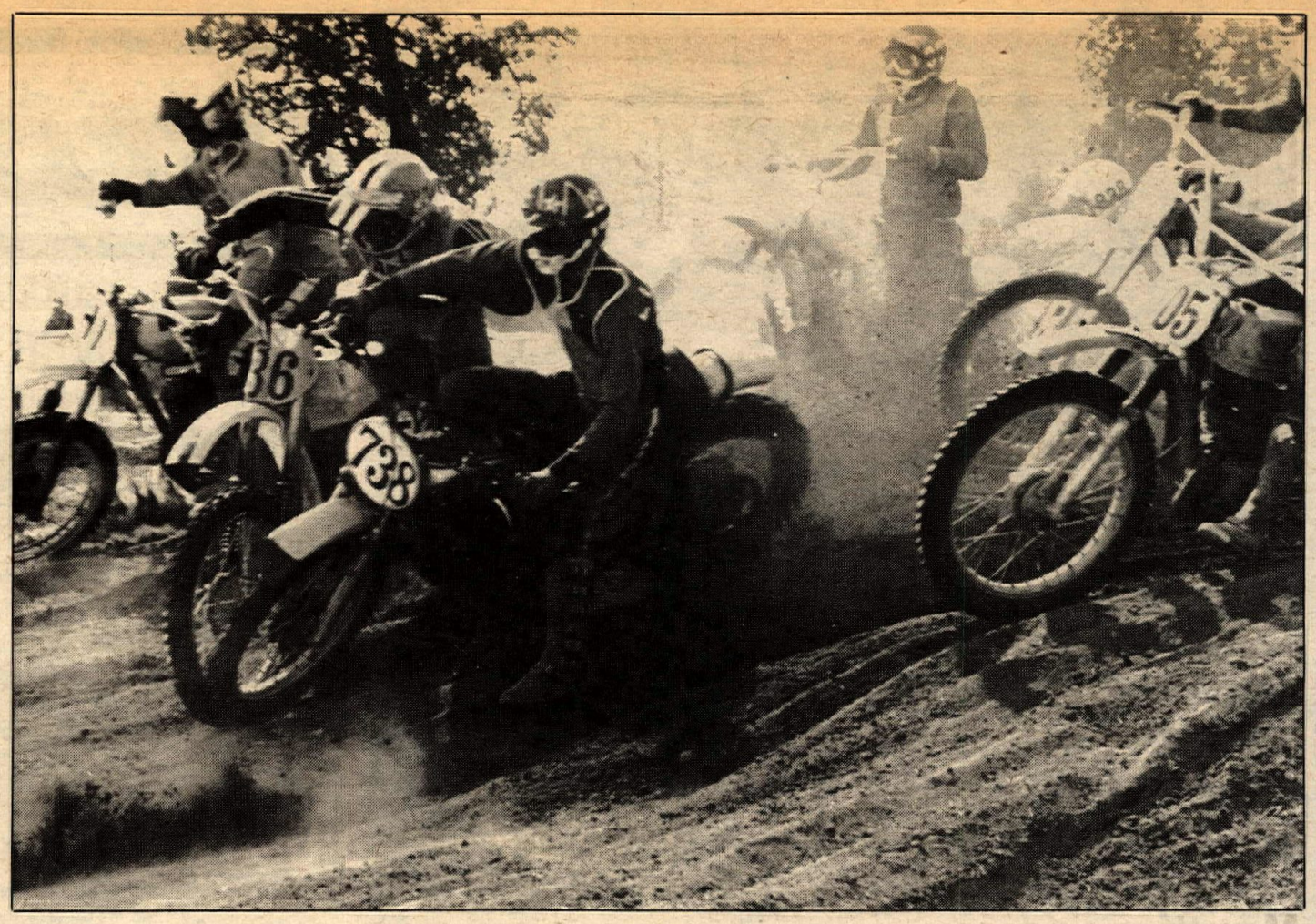


Randy Limbeck (738) pulled clear of this melee to carry the Open Expert class.

Cycle News North

Deschutes CP MX

By Jan Newman

BEND, ORE., APR. 7

Riders from all over the state showed up for today's race. It was dusty.

The Old Timers started things off. A friendly grudge match between Ron Brown (Yam), Jim Estes (Mai) and Jim Newman fizzled before it got started when Newman's Kawasaki shook apart in practice. Brown came out on top with Estes giving him a run for his money.

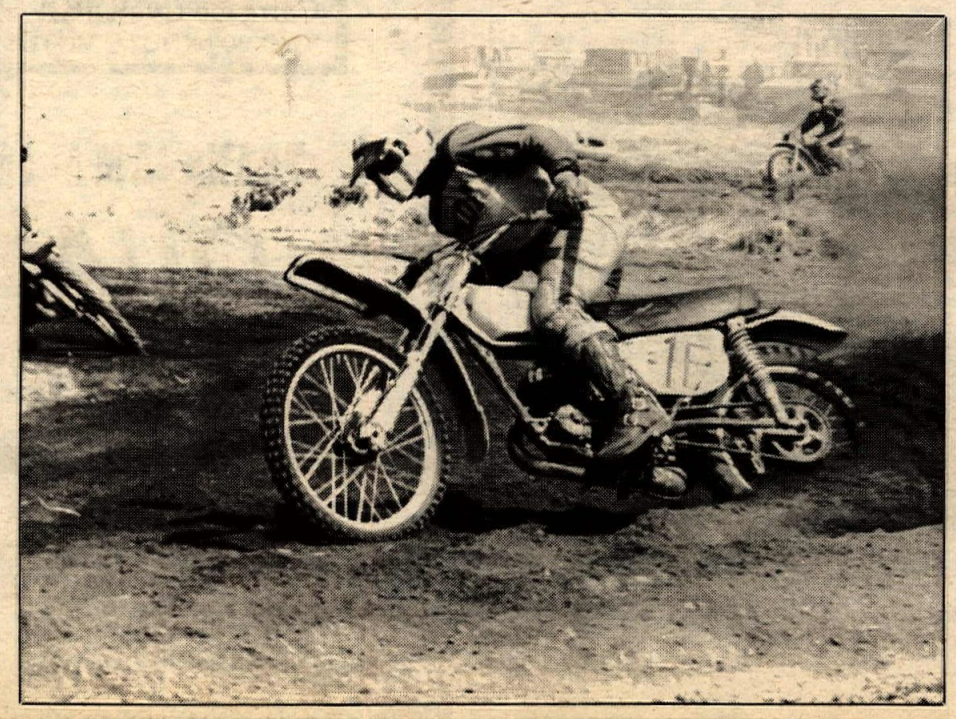
Kerry Himelwright (Hon) led all the way for the first 125 Junior Division while all the excitement went on behind him. In the first moto there was a battle going for second between Tory Sappington (Hon), Robert DeHaan (Suz) and Doug Robertson (Hon). Robertson had just settled the issue when Terry Maloney (Suz) and Kevin Harer (Hon) collided coming over the infield jump and landed in a heap in the dip beyond. On the next lap Mike Palumbo (Suz) crashed at the same place and joined the bikes and riders stacked like cord wood beside the track. No serious injuries came out of the mess.

Don Bronson (Hon), Bud Hudson (Yam) and Scott Williams (Yam) switched positions all day before Bronson came up winner of the 250 Junior class. They restarted the second moto when, after the dust cleared, they found various piles of bikes and riders. There were still pileups on the restart but not so many. The officials called a riders meeting and there was a unanimous vote to cut the race program to two motos because of the ever-worsening dust problem.

Yamahas dominated the 250 Intermediates but even the top dogs had some problems. Rick Wylder was first with a win and a second. Rod Kentner had a wheel lock in the first moto which put him back to eighth. He came back to win the second. Brad Murray had a second behind him and was leading when his throttle cable broke.

Randy Limbeck (Hon) took the big money in the Open Experts. He had to fight off Barney Newman (Mon) all the way in the first moto. Newman came in second in the final race but was disqualified for switching bikes. Ron Jensen (Hon) came back from a winter lay-off to nab second. ●

125 Expert Dave Naylor does some early berm plowing.



Vallejo scrambles

By James Brammer

VALLEJO, CAL., APR. 12

With Fremont still wet Friday night, Vallejo Speedway overflowed with 322 big bikes and 68 minicycles for a District 36 AMA scrambles. With three lap Heats and five lap Mains and some IOU's for trophies, the American Canyon M.C. wrapped up the program five minutes before the curfew gong.

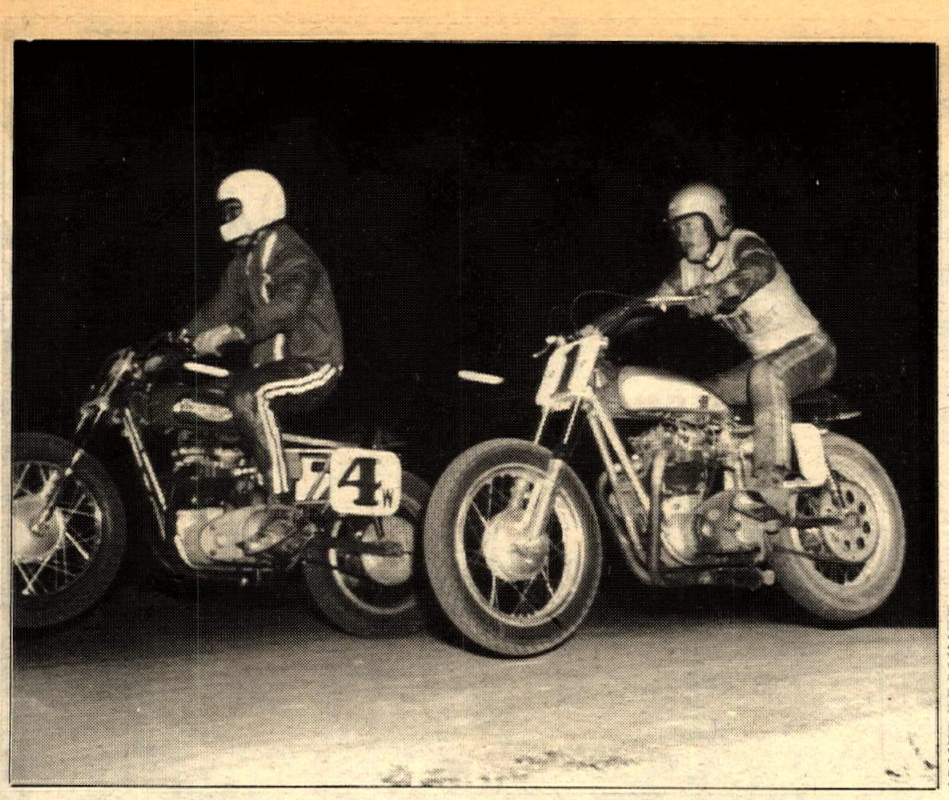
As old jargon goes, Randy Booth on a MX 500 BSA simply blew them off the track in the 360-500 Expert class. In his Heat and then in the Final, he jumped into the lead early, and let the Yarrow brothers dice for the following positions.

In the 250 Expert class, again Phil Anderson on a new Montesa MX swept the field for first with Dave Faria moving up to second on his Ossa.

Among the heavyweights, Cliff Servetti is still a strong winner in the 650 Junior class on the Norton. Bill Phillips (Tri) moved up for second and a close contest for third between Fred Mason and Bruce Rollin went to Mason.

The 650 Expert class has never looked better at Vallejo as Friday night's winner Conrad Saxebly returned and raced with a lot of riders new to the 650 class, like short track champ Larry Drew on an Ascot Triumph. Drew was a middle of the pack rider and a fast, closely-packed it is.

In the second of two 250 Novice finals, Ralph Cox (Kaw) moved up



JAMES BRAMMER

Short tracker champ Larry Drew (1) tried scrambles for a change, ran mid-pack.

behind winner Greg Ragan (Suz) until from away back came Robert Lee (Ric) to take second place from Cox. ●

Marathon madness

By Bill Spencer

FREMONT, CAL., APR. 14

While the organizers of this two-man, two-hour marathon were a bit tired from all the Evel Knievel action of the previous evening, they brought off the days racing action well.

It was time for some new winners and the Hallock brothers of San Jose were primed for action. They led from start to finish and won by nearly half a lap over Jeff Cole and his partner, Bill Tyrano, a first timer. Dan Reilly rode the distance himself, coached on by last month's winner and Wilseyville hero Troy Durham.

Mike Peavler and Larry Frey teamed up today's 125 and finished right on the rear wheel of Hallock but were some two laps back and sad to hear that.

Wayne Morrell and Rod Simas once again teamed up on their trick 250 Yamaha and led the medium size class for the 80 odd miles to win by a full two laps and average slightly over 28 MPH. It may not seem fast, but any enduro rider will tell you differently.

A newcomer made the second place finish rather exciting with a win over Ian McLachlan, a veteran. Steve Abbott a CMC Novice rode his first-ever marathon and squeeked out the first Novice trophy over the veteran motorcycle shop owner of Grand Prix Cycles.

While the first two classes were all one-sided for the first spot, the Open run was just the opposite. Jack Jensen rode most of the distance aboard one of the Jensen Suzuki's to beat out Scott Pearson with some help from Sam Arena. At the shout of go, it was Rick Hocking on a new Honda two-stroke with Pearson firmly in tow and dicing. For the first 20 minutes they stuck close together with Hocking ahead and Jensen in third about 100 yards to the rear. Hocking then pulled off with carburetion problems and all in one fell swoop, Jensen took the lead as the Arena Maico pitted for one of five stops.

At the half way point Scott got the lead back when Dave Rosenquist took the helm of the Suzuki only to run out of fuel. It wasn't too much of a problem though, with the Suzuki coming back to take the win.

Chris Willems of Olympic Cycles had moved into third spot when Hocking pulled off and was holding his own against Ned Marrandino on one Maico and Robert Henricus on a Husky but while running a comfortable third in the last laps, he disappeared and failed to finish, leaving Marandino third and Henricus with his second straight fourth spot.

Marathon action shuts down until Memorial Day, and the annual barbecue will definitely be the next biggie. ●

BILL SPENCER

Sam Arena Jr. took second at Fremont, with teammate Scott Pearson.

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Sept. 16 – Bus to Rome and an evening's R & R.

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This is the first of a series of group tours for major events that will be offered to A.M.A. members and their families. Better make reservations soon. Write to Executive Travel, Inc., 1720 Peachtree Street N.W. No. 424, Atlanta, Georgia 30309, or call (404) 876-4433.

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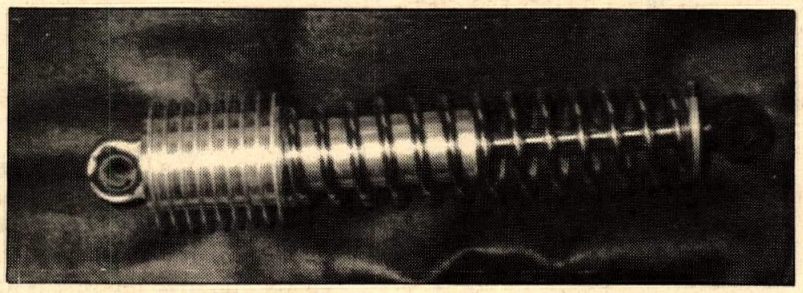

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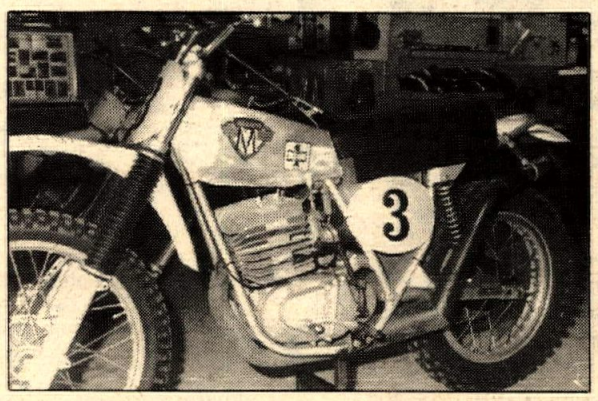

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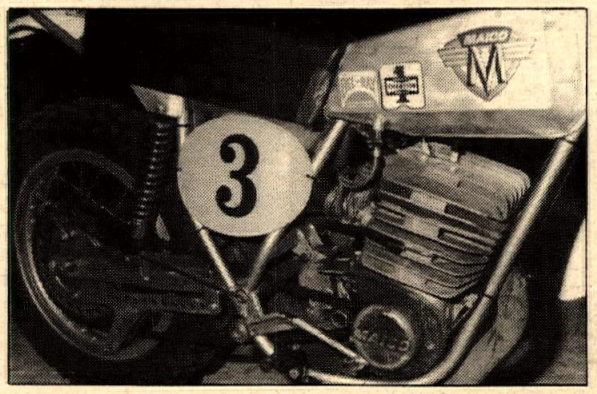

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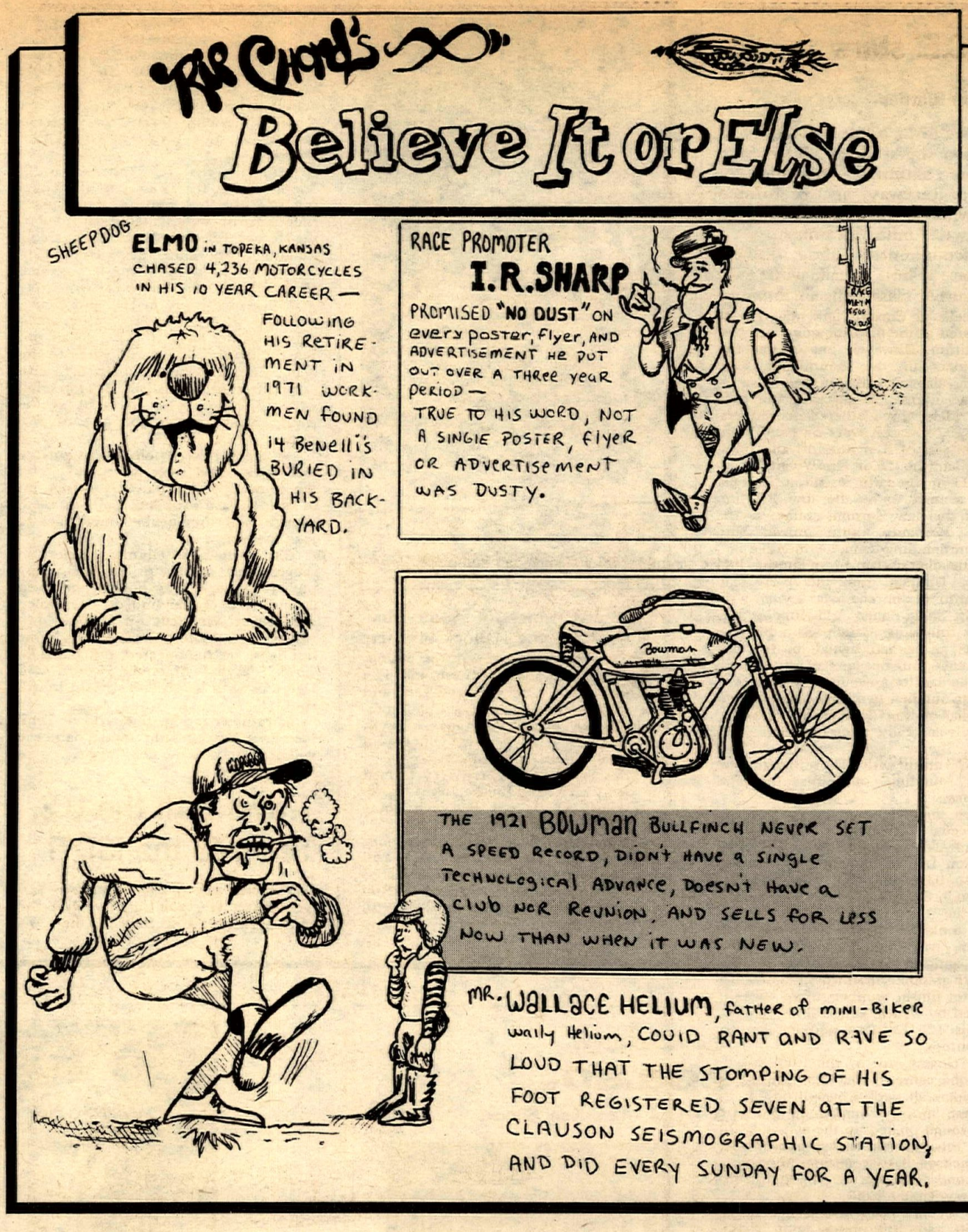


AMC MX

By Stewart B. Sapicoff

ORANGE, CAL., APR. 14

The Open Experts were the first bunch of guys to get the privilege of letting their knobbies taste the firma on the generously watered, perfectly graded Saddleback track today. Totally destroying the entire pack in all three motos was David Williams (CZ). Williams rarely competes in the big bike class, but when he does, he cooks. Jon Miller (Mai), second place Overall for the day, and Floyd Burke Jr. (CZ), third Overall, occasionally got past Williams in the first few laps in one or two of the motos but after that it was simply no contest.

The 250 Experts saw one of A.M.C.'s more regular Experts, Dave Carlson riding one of the new Bultaco 250's, fly on to take the first place purse, but not before dicing it out with two other fast dudes, Mark Anderson (Hus) and new Montesa factory rider, Bob Messer (Mon).

Messer is trying to get back into shape after a bad crash a while back that kept him out of racing for a couple of months. He did manage to take a consistent third in each moto though, so he did succeed in getting third place money for his efforts.

It seems that David Williams was not satisfied with taking the first place Open Expert money today. He went and did it to the 125 Experts as well. The only guy that Williams had to be on his guard for was another Penton rider by the name of Dave Miller, who is being sponsored by Uncle Donny Emler's Flying Machine Factory. In the first moto it was Williams who got the hole shot, something he is notorious for. Right behind him was Miller, hot in pursuit. Miller gave it all in the hopes of getting past but his front tire looked as though it had fallen deeply in love with Williams' back tire, content to just stay there and dig on the way she moved. He actually started to get the mis-shifting blues!

The gate dropped in the second moto with Miller in first and Williams trailing in a distant second place. Once again Williams took the lead and first place just as in the third and final moto. At the end of the day Williams was first, Miller second, and Jeff Bunn (Hon) taking third. ●

Sidewinder TT

By Sandi Martin

KINGMAN, ARIZ., APR. 14

Fast track, top talent and sunshine was the formula for TT Scrambles held six miles east of Kingman, Arizona. After a complete renovation, Sidewinder Speedway was in prime condition and riders were hauling. A few slide outs and one spectacular endo kept the spectators' adrenalin flowing.

A Powder Puff class has been added this season with the girls also racing for total points.

Local cyclers dominated the 250 Novice with Kirk Hawkins (Bul) running away from the field, second went to Pat Krugh (Hon) and third to Saulo Huerta (Yam). Tom Warne and his Yamaha slipped in before Rusty Hancock's Bultaco for the Amateur trophy.

The winning duo from Bullhead City, Dennis Roberts (Yam) and Jay Kidwell (CZ) made it one and two again in the Open Novice with Roberts first. Roberts moves up to Amateur standing with this win. The only unexpected happenening in this event was Tom Bliss loosing control after the heat and breaking his foot!

With Mike North and Tom Jones competing in the Open Expert, you can count on a wildly exciting race and as usual, fans were not disappointed. North kept his Yamaha crossed up most of the three motos while Jones displayed equal skill on his thundering Triumph. North took the win. North and Jones are both from Las Vegas but are crowd favorites with Arizona cycle affecionados. ●

R.A.C.E. stars

By Tom Blattler

CORONA, CAL., APRIL 13

It was a star-studded 250 Senior division Saturday morning at Corona Raceway, as five former class winners made a showing on the new 1.3 mile MX course.

Maico-mounted Brad Lynch was on a hot streak with two consecutive class wins in the past two weeks at Corona, and might have been listed as the favorite going into the competition. However, one of the top 250 riders in the Southland, Ray Topham, also on a Maico, was there to challenge Lynch. Along with the two Maico riders, three other class winners of the 1974 season were on hand with the Montesas of Ken Ratzloff and John Barclay and the CZ of Tim Wyant.

So far in the early season at Corona, Maico seemed to be the top bike to ride on the new Corona course, as the track demands both power and excellent handling from a contender.

In the first six-lap moto for the 250 Seniors, Topham took the early lead and captured the race over Lynch with Ratzloff, Steve Bauer (125 Honda), and Barclay following. Bauer was a bit of a surprise, as he had signed in the 125 Senior class, but because of not enough riders, he had to move into the 250s.

Moto number two once again found the Maico of Ray Topham out in front, as Ray was really after the first place money. Lynch again ran second and Ratzloff third with Tim Slarian and Wyant rounding out the top five positions.

After the first two moto, Topham only needs a third place finish in the final moto to guarantee the overall class win. For Lynch, the final moto was a must to have any shot at overtaking Topham in the overall points.

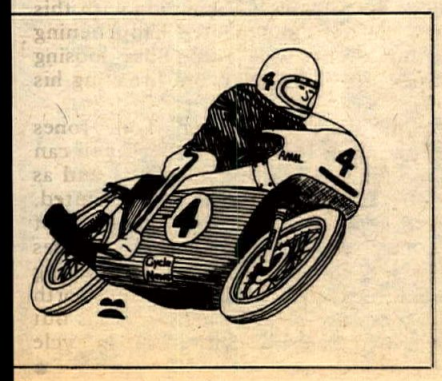
In the third and final go-around, Lynch took his Maico to the win, but Topham was right behind to take second and the overall class honors. Ken Ratzloff grabbed his third straight third place to finish number three overall, followed by Bauer, who did a good job with his 125 Elsinore, and Barclay on the Montesa.

The closest race of the 1974 season at Corona came in the 125 Juniors, as three riders all tied in overall points. In the first moto, Honda-mounted Vic Scarborough picked up the win and 400 points towards his overall point total, with Jackson Kistler getting 300 points for second followed by Jim Ball (225) and Larry Ripley (169).

The second moto saw Kistler taking the win and 400 points with Ripley second (300) and third going to Ball (225) and fourth to Scarborough (169).

Entering the final race, the point totals looked like this: Kistler-700, Scarborough-569, Ripley-469, and Ball-450. Kistler needed a second place finish in the last moto to take the win with Scarborough and Ripley having to win to have a chance at the top glory.

And then the final moto saw the nearly impossible happen, as Ripley took the win followed by Scarborough, Jon Smith, and Kistler. In totaling up the overall points, Ripley finished with 869 points as did Scarborough and Kistler. However, Ripley took the overall win with his win in the final moto with Scarborough second overall and Kistler third. A very exciting and very competitive 125 Junior class, and one of the closest finishes in R.A.C.E. motocross history. ●



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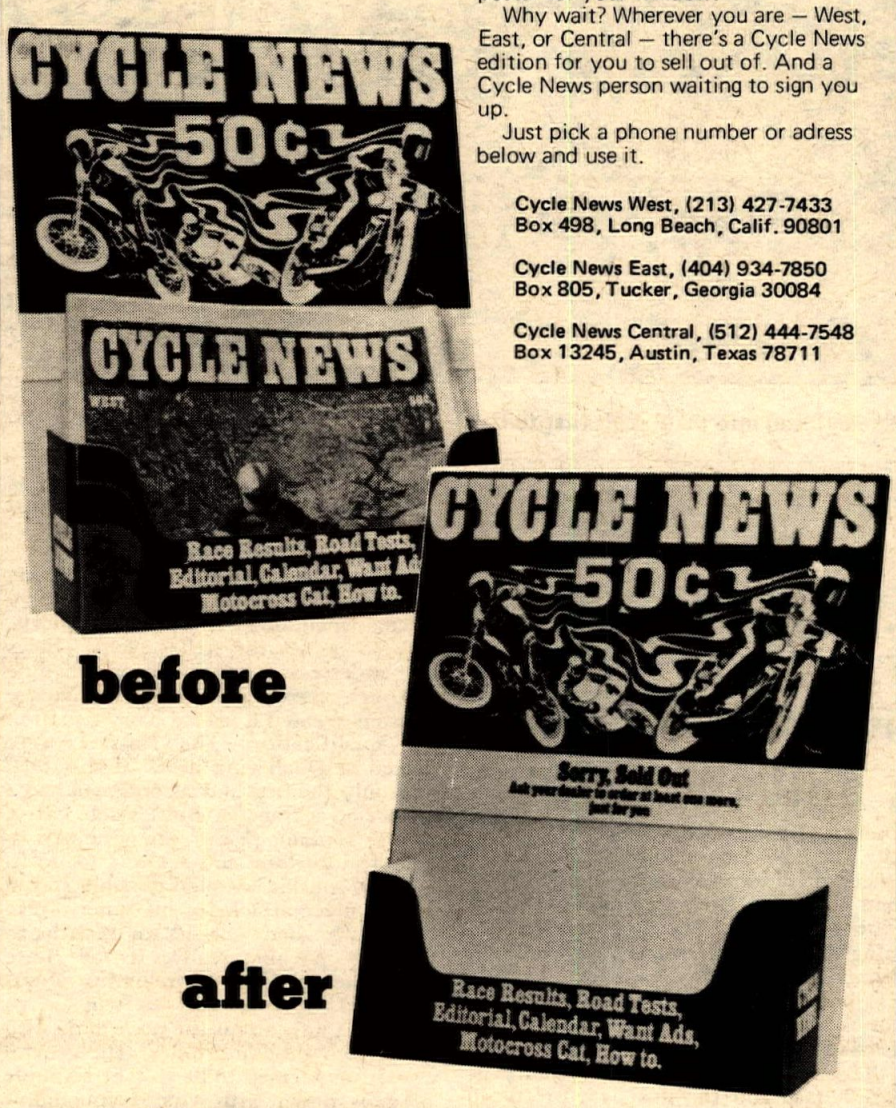

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The long, long TT weekend at Boise

John Hateley (98) and Mark Williams (hidden by Hateley) lead into the Expert first turn.

Story and Photos By Marty Gregory

BOISE, IDAHO, APRIL 19-21

It starts on a Friday afternoon and winds up on Sunday around nightfall. It attracts upwards of ten thousand spectators and over 500

racers to peaceful cove outside of Boise, Idaho. What is it? The Owyhee Motorcycle Club's TT weekend.

Starting with the one-eighth mile Short Track on Friday night, the pace of the weekend was set WFO. The TT weekend race is the first one of the season run on the flat track and there are always about twice as many riders as anyone expects. Crowded pits, duplicate numbers and anxious racers kept the crowd entertained between heats and the action on the track was fast and furious.

From the first wave of flagman Layton Kite's green banner to the final pop of an astro being shut off, short track is a crowd pleaser. The little guys had the people hollering as Meridian's Jerry Wright edged out Danny Atkinson and Tim McWhorter for the win in the Main. The Mini-B Main went to Jerry Pillar of Milwaukie, Oregon and Chet Davis and David Mazour scarfed the gold in the 100cc events. Boise motocross ace, Kenny Gallegos, took a win in the 125 A Beginner with top honors in the Expert Main going to Larry Harvey of Fruitland, Idaho.

In the bigger classes, Stan Williams held off hard charging Larry Buffington (Larry put a track tire on his YZ . . . on the rear anyway) to pick up the 250 Beginner win. The finest racing of the night was seen in the 250 Expert class as Dan McWhorter, all the way from Riverside, California, showed the rear end of his Montesa to Idaho State Flat Track Champ Larry Merideth to win the Main. Lew Alter, Jr. rode his heart out on his Astro to wind up fourth behind old man Mark Tennyson in this hotly contested race. The 360s got a run, too, and Ray Merkley of Vernal, Utah emerged victorious.

After a part of a night's sleep, everyone was rarin' to go for the motocross on Saturday. Starting at 10:00, the 125s and 250s were forced by sheer rider turnout to run qualifiers to end up with a fairly sane number of 30 for each start. The Experts were running down the infamous "sand hill" and many casualties were inflicted on bikes, bodies and nerves. The "balls" factor is what gets you to gas it when you make the turn at the top and head for the bottom. The course was fairly dry and hard and the dust was pretty bad in some spots. There was no dust in the water crossing, however, and a lot of those racers I saw sitting on their bikes wishing they would run probably thought the dust was better than the water.

Flashing through both dust and water faster than anyone was Thorne Waymire of Milwaukee, Oregon. Thorne rode a 125 in the Expert class for fast time of the day. Local fast guy Leon Sackman on a 250 Penton, made Salt Lake City's Bob Plumb work for the win in the 250 Expert class and Boise's Husky salesman, Bruce Harris put it on all of the out-of-towners to do a number in Open Expert. Loren Shockey put it all together for a big win in the Mini-Expert and Daddy Lyle just beamed.

In the Beginner events, it was Curt Harpan, Jerry Pillar and Kelly Fly winning the Mini, 100 and 125 respectively and Rick Wylder of Portland picked up a bitchin' trophy for a first in the 250 B. Russ Tackett smoked the field of Open Beginners despite a consistent performance by Lynn Cowles on the $825 (brand new) Yammie.

After running 20 and 30 minute heats, everyone was plumb tuckered out and more than ready for the world famous free beer after the race. It was only halfway through the TT weekend and most folks had a bit more celebrating to do.

Finally the big day. The 20th annual TT race held a new meaning this year. For the very first in its history, Boise's biggest race had the designation of being an AMA Regional event. Over 150 riders, including some 50 Experts, showed up for the stellar event. Things got underway pretty much on schedule although the large number of Novice sign-ups created a pretty hairy situation for qualification. The Novices were placed in Qualifying heats of about 10 and only the first and second man had a chance at a transfer. Boise's sole entry, Dennis Neibaur (Yam), knew he had to get the job done and set out to do it. Dennis won his heat and possibly staved off an ulcer attack for his tuner, Steve Jones, who had worked for months to get the machine ready. If the Boise riders were a little apprehensive about only getting four laps to win or go home . . . how about the poor dude who drove two thousand miles? The general consensus seemed to be to take a couple of guys down with you if you didn't make it into the corner first and try it again.

The first corner of the first Qualifier spelled disaster for several Novice racers as someone went down and the crowd went up. The balance of the heats went without serious incident and when it was done, there were 12 Novice riders waiting for the Junior and Expert heats to get over with so they could run their Main.

The large Expert class featured several past winners of the TT as well as a "who's who" of TT racing in general. Guys like Dick Mann, Mert Lawwill, Sonny Burres, Gary Scott, Randy Scott, Mark Williams and John Hateley were lined up in the heat races and the big scooters were really wailing around the track. Dick Mann missed his transfer and the partisan crowd was somewhat disappointed. Mert won his heat however, and things were made right again seeing as how Mert originally hails from Boise. John Hateley and Mark Williams fought a tremendous duel in one heat race and Williams put it to "Little John" on the final lap to end up the winner. Mark also won the Trophy Dash for the Experts.

In the finals, it was Trophy Dash and Qualifier winner Mark Smith from Dublin, California doing it to the pack with his trusty Honda.

Dan McWhorter (the short track guy) kept the Montesa singing to place second. Randy Scism, all the way from Renton, Washington, took home the Junior dollars and honors with Darrell Henrickson and Bud Smith running second and third. The stage was set for the climax of another TT weekend and the running of the Expert Final. This is what you came to see, mama.

Monte See waved them off and the 12 Experts were running. The 20 lap Main event saw Mark Williams pull off his second Owhyee Club TT win over Portland's Ed Herrmann and H-D teamster Gary Scott. Much to the delight of the fans, Mert took fourth and was last seen walking from the clubhouse counting his money. The crowd went home tired, dusty, drunk and happy. Another TT weekend had ended. •

Results

TT RACES

NOV T.D.: 1. Mark K. Smith, Dublin, Ca. 2. Daniel M. McWhorter, Riverside, Ca. 3. Delbert L. Spinney, Philomath, Or. 4. Frank W. Word, III, Grants Pass, Or.

JR T.D. 1. Donald L. Dodge, Portland, Or. 2. Tony D. Nova, Albany, Or. 3. Richard M. Cook, Littleton, Co. 4. Glen C. Parker, Milwaukie, Or.

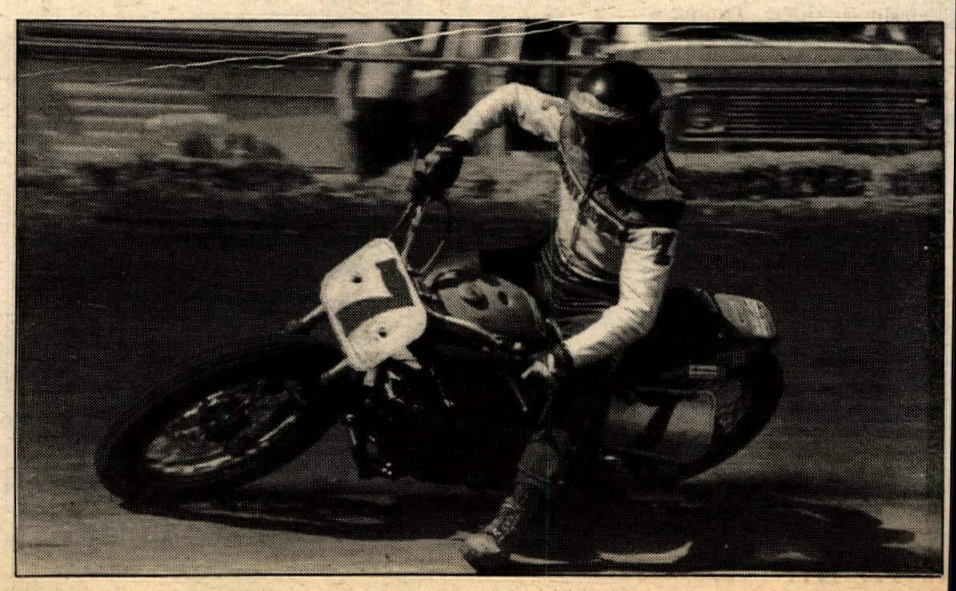
EX T.D.: 1. Mark A. Williams, Springfield, Or. 2. Charles R. Joyner, Oregon, Or. 3. Mert Lawwill, San Francisco, Ca. 4. Gary L. Scott, Baldwin Park, Ca.

NOV MAIN: 1. Mark K. Smith, Dublin, Ca. 2. Daniel M. McWhorter, Riverside, Ca. 3. Delbert L. Spinney, Philmoth, Or. 4. Carl W. Yerby Jr., Stockton, Ca. 5. Frank W. Word III, Grants Pass, Or. 6. Rupert P. Dykstra, Portland, Or. 7. Steven O. Toftdahl, Junction City, Or. 8. Michael A. Pfeiffer, Kelso, Wash. 9. Thos. J. Street, Bend, Or. 10. Dan G. Williams, Aloha, Or. 11. Robert O. Gore, Longview, Wa. 12. Dennis E. Neibaur, Boise, Id.

JR MAIN: 1. Randy D. Scism, Renton, Wa. 2. Darrell Hendrickson, Seattle, Wa. 3. Bud C. Smith Jr., Antioch, Ca. 4. Gary J. Tonda, San Mateo, Ca. 5. Tony D. Nova, Albany, Or. 6. Richard N. Cook, Littleton, Co. 7. Arlen K. Anderson, Tacoma, Wa. 8. J. Mitch Kelley, Kennewick, Wa. 9. Donald L. Dodge, Portland, Or. 10. Bernie D. Larson, Puyallup, Wa. 11. Kirk O. Matterson, Enumclaw, Wa. 12. Koler T. Kanistanaux, Auburn, Wa.

EX MAIN: 1. Mark A. Williams, Springfield, Or. 2. Edward J. Herrmann, Portland, Or. 3. Gary L. Scott, Baldwin Park, Ca. 4. Mert Lawwill, San Francisco, Ca. 5. Chas. H. Joyner, Oregon, Or. 6. John W. Hateley, Van Nuys, Ca. 7. Ricky J. Hocking, Fremont, Ca. 8. Terrence F. Sage, Stockton, Ca. 9. James C. Einarsson, Sheton, Wa. 10. Chas. D. Brown Jr., Castle Rock, Wa. 11. Ricky D. Graves, White Salmon, Wa.

Mert Lawwill, ex-Boise boy and now California clasher, took fourth.



LAWRENCE LIM

Steve McLaughlin (Yam) pilots his TZ-700 away from Don Vesco (Yam) and Hurley Wilvert (Kaw).

ACA road race

By Jim Lester

RIVERSIDE, CAL., APR. 21

Don't be surprised if Cycle magazine's subscription rates climb in the near future. During morning practice for today's ACA road race, editor Cook Neilson wrote-off a $4000 Ducati 750 against the turn nine wall (the 100 MPH banked turn connecting the two straights). Cook survived, the bike didn't.

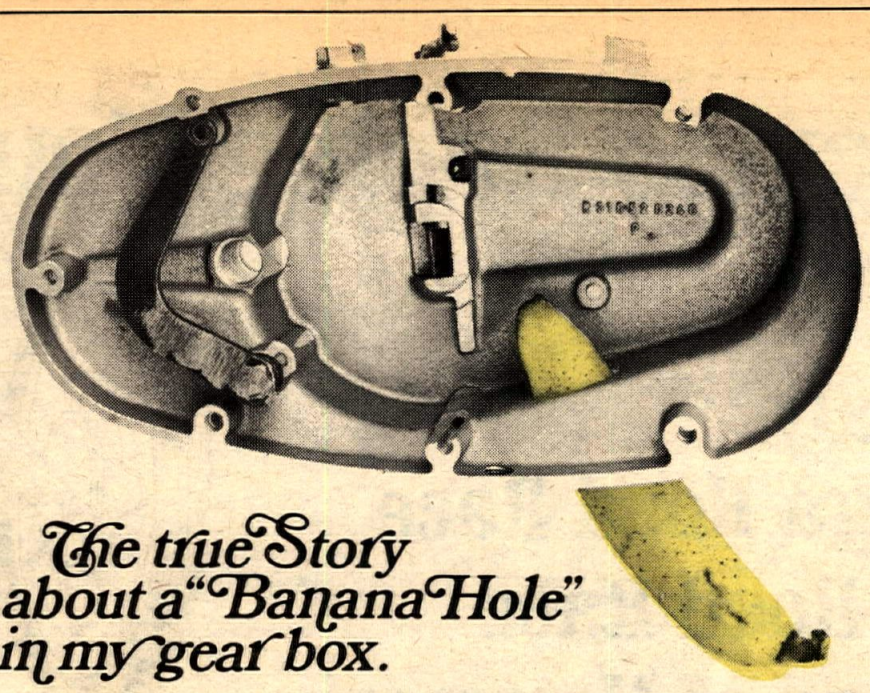
Marty Lunde jumped off to a four-second lead during the first half of today's first race, the 250 Senior. It was apparent by the seventh lap, however, that young Pat Evans was rapidly closing on the leader. Pat had more horsepower, and sneaked past to lead the next two laps. Marty regained the lead at the end of the tenth lap, but lost it again in the high-speed esses. Going into the final lap, Pat held an eight bike-length lead, but Marty's last ditch effort brought him to within five feet of Pat at the finish. If that didn't excit the crowd, the closing dash for third place must have, as Kent Rockwell edged Allen Engel by half a bike-length.

Harry Klinzman (350 Yam) spent the first nine laps of the Heavyweight Junion GP building up a ten second advantage over Yoshimura teamster Mike Parriott. Mike's Kawasaki was doing some hairy wobbling in the bumby 120 MPH turn one left-hander. The bike's fantastic acceleration was making the front end too light to steer. With the race seemingly "in the bag," Klinzman was forced to make a 55-second pit stop to tighten down a carburetor cap which had come loose, sticking the slide at full-throttle. Parriott was the victor, with Klinzman barely taking second Overall from David Breetwor.

Steve McLaughlin led the Heavyweight Senior GP wire-to-wire on his water-cooled Yamaha 700. Team Kawasaki rider Hurley Wilvert closed to within two and a half seconds at the finish, as the pair lapped a couple of slower riders. Tuning wizard Don Vesco was third, followed by Reg Pridmore (BMW) and Wes Cooley Jr, (Yam). Early in the race local ace George Roche crashed and broke his collarbone.

Shimpei Yamazaki (Yam) topped Phillipe De Laspinay (Yam) in the 125 class. Yamazaki had a race-long battle going with two air-cooled 250s, and this reporter can't help but wonder how fast he'll be when he finally sticks a fairing on his bike!

The final race of the day was for the big bore Production machines. Reg Pridmore (900 BMW) charged to a three-quarter mile lead over the Team Yoshimura racers by the end of four laps. Having shown the BMW's potential, Reg pulled into the pits, leaving the victory to Mike Parriott. Following Mike home were Dale Alexander (Yos), Steve Mallonee (900 Kaw), Scott Clough (350 Yam) and Darrell Lee (350 Yam). ●



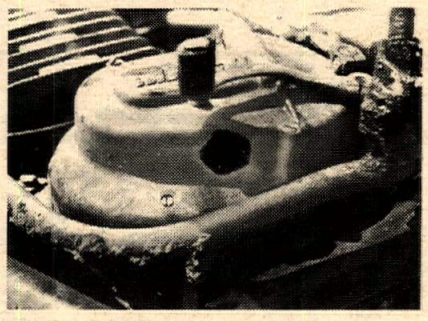
The true Story about a "Banana Hole" in my gear box.

"I never really thought much about whether my gear case oil was doing a job for me. I changed it after just about every race and that was about it.

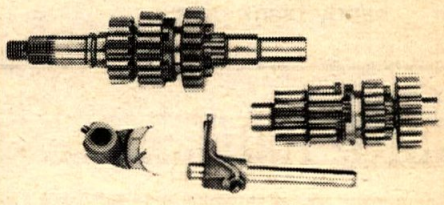
"There was one time though when I was forced to think about gear oil. I was running in the first of two 20 minute motos when I began to have trouble shifting. I noticed a streak of oil on a berm but didn't really think about it much. I missed shift after shift but lucked out and finished first.

"At the start of the second moto I couldn't get into gear and was left at the line. I finally managed to get moving and worked my way up to third and then crashed on the last lap. When I went to pick up my bike I saw a hole in the gear case large enough to stick a banana through and I realized that the oil streak I saw was mine.

"When I took apart the gear case I figured I would find 175



bucks worth of junk, but it didn't happen. Everything was perfect, the bearings, shifting forks, spindles, everything. There wasn't even any sign of blueing. Now I thought that was pretty good since I ran for about 30 minutes without oil. I use Electro Moly '21' Gear Oil. I never thought much about it before, and I probably won't think much



about it again, until I punch another banana hole in my gear case."

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Yamaha's trials secret

By Lane Campbell

Not satisfied with the original monoshock trials prototype, the factory has already sent a second generation machine to Mick

Andrews in England. The new bike got its baptism at the English round on March 16 and carried Mick to third place in a cliff-hanger meet that Andrews led but briefly.

The British papers all took pictures of the little rubber bootie over the super-trick carburetor and promptly christened it "Yamaha's Secret Weapon." The big secret is a new pumper carb, fitted to better match carburetion to the reed valve at ultra-low engine speeds and allow use of a slightly bigger (28mm) venturi.

Major reason for the switch would appear to be the fact that at plonking speeds, airflow in the inlet tract is no longer steady-state but a series of distinct pulses. Since a normal carburetor depends on airflow through the venturi to create "draw" to suck fuel out of the float bowl in metered amounts, this can also lead to unsteady fuel flow. In practice, what this means is a series of foamy gushes from the idle air bleed, not necessarily a correct mixture, nor necessarily completely vaporized.

This is a common problem with all trials engines, however, Mick Andrews and Yamaha have taken a new tack in solving it. The pumper is controlled by a bleed line from the crankcase (standard practice) and may actually perform as a borderline positive-pressure injector at low speeds.

Since a reed valve is by nature a "demand" valve, it can be assumed that the strength of pressure pulsations in the crankcase are a direct measure of the engine's air demand. By coupling crankcase demand to the pump diaphragm, the carb becomes a crude form of fuel injection that is (theoretically) more sensitive to engine demand than a normal carburetor at extreme low speeds.

The desired end result is better low-end throttle response and freedom from loading up. Apparently, it works.

Something else that works very well is the cantilevered monoshock rear suspension. Heart of the system is a Belgian-designed gas/oil shock unit similar to, but lighter than, the units fitted to last year's factory motocrossers. Weight shaving on the unit was critical, since it mounts relatively high in the frame, and every pound in this area measurably affects the machine's top-hamper. Since trials competition generates less severe and less frequent heavy shock loads than motocross, about four pounds were saved without compromising the unit's reliability.

While weight at the top is critical, the 1974 works bike is actually 20 or more pounds heavier overall than the 1973 version. This was at Mick's request, as he had indicated at the Yamaha trials school earlier this year. According to Andrews, the 165-170 pound weight of his earlier prototype would be fine for a 125cc, but under the thrust of a 250cc or larger engine (which is transmitted through the swingarm virtually undamped by the suspension) the whole motorcycle will tend to jump about on rough steep climbs. He said at that time he'd like for his 1974 mount to weigh 190 to 195 pounds, and it is right on target.

Going along with Andrews' theory about machine behaviour under thrust, the rear suspension must work at least as well as the front suspension in order to cope. Total travel is over seven inches. Eyeballing the photos with a scale, you can begin to figure the effective spring rate. Note first that with Mick's muscular 170-180 pounds aboard, the lower member of the cantilever swingarm runs parallel to the ground, as it should. Unloaded, the suspension has dropped a good 2½ to 3 inches.

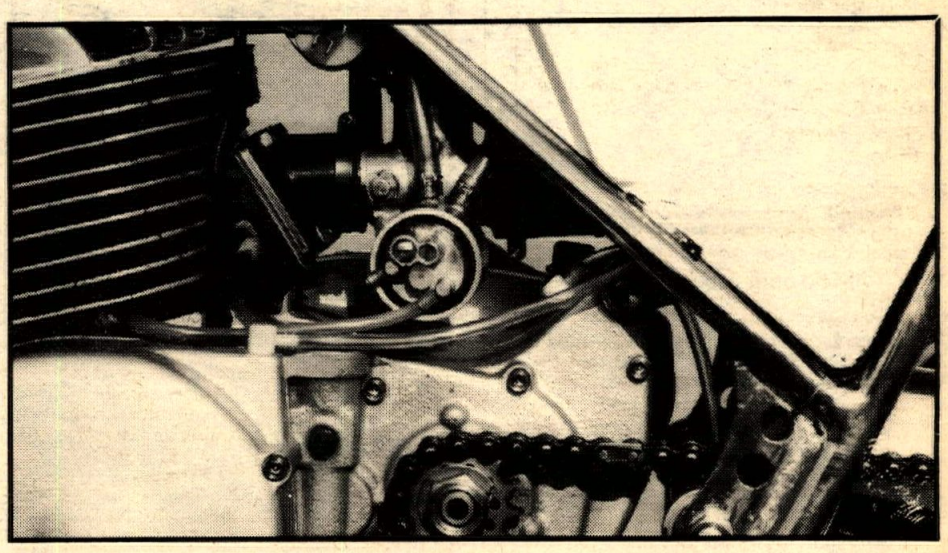
We'll assume that under thrust, the rider's weight is concentrated on the footpegs. Scaling footpeg/wheelbase relationship, that says roughly 70% of Mick's weight (125 pounds) pre-loads the suspension 2½ to 3 inches, or that the effective spring rate, measured at the rear axle, is on the order of 45 pounds/inch, estimated. This is roughly equivalent to fitting 32 pound springs on each side with conventional shocks. It's quite soft, and the extreme softness goes hand in glove with the extreme amount of travel provided. All those who saw the second generation machine at the rocky English Round in Wales reported that the rear end worked very well, especially in the climbing sections. It would seem that Mick's wish had been granted.

The production TY-250 with oil injection is about 1½ inches wider in the cases than a Sherpa T. On Mick's works bike, the oil injector has been removed, a flatter right side case fitted, and a full three inches shaved off the case width. Steve Graham, out of Southern California, is riding with the narrowed cases, but the general availability of the trick parts is still a big question mark.

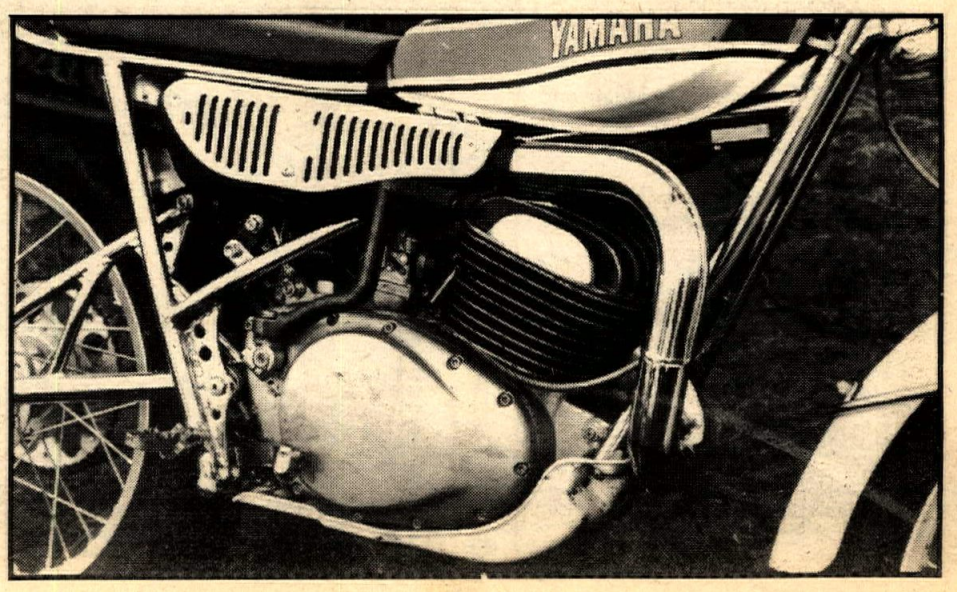
PHOTOS BY RON DUGGINS & YAMAHA INT'L.

The other big question: when, if ever, will the YZT250 become a production model?

Japan's oil crisis clouds everybody's crystal ball at the moment. Best guess is that any and all features of the Mick Andrews' prototype (including the pumper carb and some form of the cantilever suspension) which can be reproduced in mass production will be cranked into the customer line on a piecemeal basis, timed as economic reality dictates. It will certainly not be Calendar Year 1974, probably not during 1975, maybe by 1976. For those American trials riders who are beginning to approach international stature, it's a package worth waiting for. ●



The "secret" carb (above) without its rubber bootie. Setscrews are likely for in-field adjustment of high and low speed jetting. Below, lower mount for monoshock can be seen just below rear of expansion chamber. Cantilever swing arm is a well-triangulated truss.



Specifications
(Dimensions estimated by scaling photos)

Wheelbase	53 inches
Saddle Height – unloaded	31 inches
Ground Clearance – unloaded	12½ inches
– loaded	9-10 inches
Steering trail	5½ inches
Footpeg Height – unloaded	14 inches
– loaded	11-12 inches
Footpeg-to-Rear Axle c/l	
– unloaded	14 inches
– loaded	14½-15 inches
Overall weight (est.)	190 pounds

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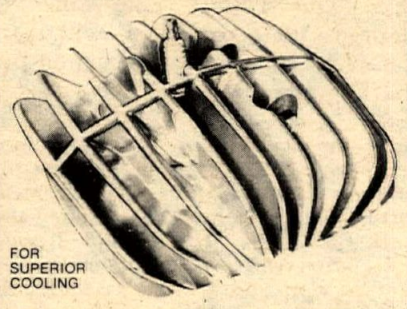

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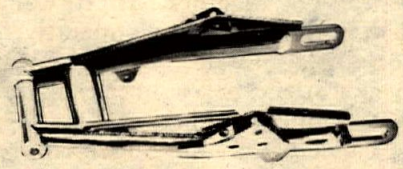

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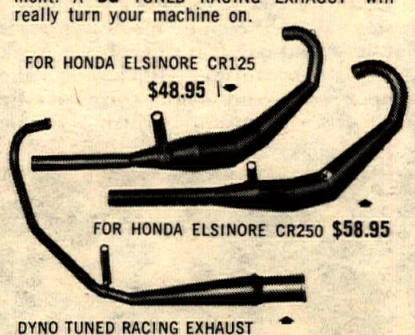

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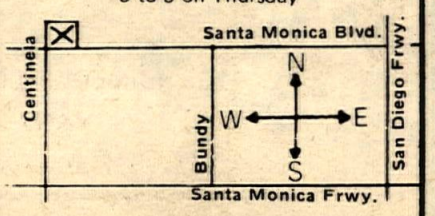

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Spoke Benders H & H:

Marcia Holley first PP

By Jim Stewart

LUCERNE VALLEY, CAL., APR. 21

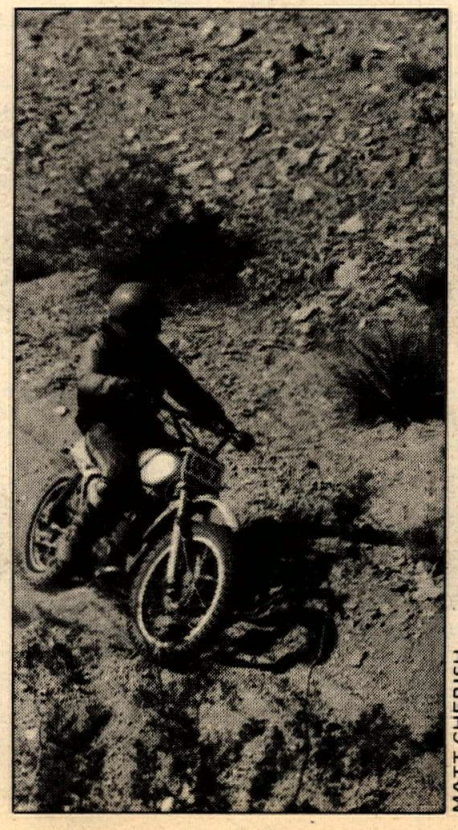
Once again it was time for the annual Spoke Benders' Bota Run, named after the wine drinking contest held the night before their race. The object of the contest is to see who can drink constantly, straight arming a Bota Bag for the longest time. Several entered, many came close and few walked away under their own power. In the end it was Paul Delatorre of the Prospectors MC keeping the bag up the longest for the first wine-o. Trophies were to be handed out, until some turkey walked off with them, most likely some loser with sour grapes.

At the bomb it was A.C. Bakken (Hus) with the lead, followed by Amateur Ron Pinion and Cordis Brooks (Bul). Past the bomb, A.C. unloaded giving the lead to Pinion, who held it until the second check where gear problems set in. From then on it was Cordis's race, getting the lead and finishing with a large gap between himself and the remounted A.C., who continued on for second Overall, first 400 Expert.

Following A.C. through the pits was B. Bennett (Hus), Mike Cummins (Yam), Benny Padilla (Yam) and Wayne Cooke (Hon). Cummins forced his way past Bennett on the rough but fast second loop to take third Overall, Second Division I Expert, making Bennett follow in his dust for fourth Overall and another second, but in the Open class. Padilla didn't make the second loop which let Cook move up the ladder in Overall finishing positions to fifth Overall, third 250.

Consistent top finisher in the 250 Expert class, Jeff Kirk (Yam), again finished high up in the ranks at sixth Overall, fourth 250. Jeff did some flying on the second loop, moving up from eleventh Overall in the pits to his sixth finishing position by the checkered. Following Kirk, was another rider who did some fast riding himself, Andy Kirker (Yam). Not only was he sixth Overall, but he was mounted on a 175. Needless to say he got his class win, first Division II Expert.

B. Wallingford was the next 175 Expert, but some twenty-seven places later at thirty-fourth Overall. Right behind Wallingsford was the first Amateur in this division, Robbie Parma (Yam). Robbie, after breaking down time after time on his trail bike decided to give a bigger bike a chance and has been doing just fine lately. Another hot rider in this class lately, and several time winner, Jeff Kaplan (Hus), settled for second behind Parma, but didn't mind since they have been riding together since they were Novices.



MATT CHERISH

In the Trail Expert class it was a hot battle between Bob Rutten (Hod) and Bruce Ogilive (H-D). Both have won several times, but this time it was Rutten who pulled off the class win, with Ogilive pulling in right behind him. Third Trail Expert was newly turned Expert Robbie Zamora (Yam).

The first Amateur Trail bike to reach the finish at sixty-eighth Overall was Mike Leckich (Hod). Rounding out the top three Trail Amateurs were Dave Dixon (Pen) and Jaime Haas (Hod).

Bruce Colby, riding a new 250 Penton, got his last transfer toward becoming an Amateur this weekend as he was first 250 Novice, and also the first Novice to reach the finish line. Following Colby was another not-for-long green sticker, K. Pillars (Hus) for second Novice, First Open. John Moray (Yam), seconnd 250, R. Miller (Hus) second Open, and E. Shuler (Yam) third Open, were the next three Novices to receive their Bota Bag finisher pins.

Warren Perkio (Pen) was sixth Overall Novice, but took his class win, since he straddled a 175. Danny Walliams of Dustmakers, who has won this class the last several weeks, got a flat, hurt his foot and still finished second Division II Novice.

Gerald Krocker Jr., with the number 97t hung on the front, hung on the longest in the dust, (since it was definitely a big bike course and riding a trail bike you seldom come up for clean air), for first Trail Novice.

In the new Powder Puff division, (that's the numbers with the yellow backround) number 102a was first while 131a was second.

Dave Aldana sure has been doing a lot of riding out in the desert lately, this week starting some three minutes behind everyone, and coming through the pits twentieth Overall.

Tight sandwashes, whoop-de-doo sandwashes, rocks, rolling tight trails, deep sand, and even a fire road were much to the likings of those who finished. The only thing not included were uphills and downhills. Great! Flat tires, broken spokes, and lost down pipes were present though, as proved by third 175 Expert Tim Bowman who finished with a broken pipe and a rear flat.

Cycle News contributor Marcia Holley smoked the Powder Puff Amateurs, displacing usual winner Lynette Zuber.

It had to have been the most perfect weekend imaginable for a desert race. While Cordis Brooks would agree, his brother Tom, now riding a Husky sure wouldn't. That's desert racing. You win one, you lose two. ●

Results

Overall: 1. Cordis Brooks (250 Bul); 2. A.C. Bakken (400 Hus); 3. Mike Cummins (250 Yam); 4. B. Bennett (400 Hus); 5. Wayne Cook (250 Hon); 6. Jeff Kirk (250 Yam); 7. Andy Kirker (175 Yam); 8. K. McKean (400 Hus); 9. Smoke Bomb Geatz (360 Yam); 10. Charles Gates (250 Yam); 11. T. Riders (400 Hus); 12. Art Knapp (400 Hus); 13. Robert Balentine (369 Yam); 14. Jim Summners (400 Hus); 15. Jim Eveland (250 Yam).

400 Am: 1. N. Nichols (Yam); 2. Dwayne Carter (Hon); 3. A. May (Hus).

250 Am: 1. R. Kolbuss (Hon); 2. 1275x; 3. B. Nelson (Yam).

175 Ex: 1. Andy Kirker (Yam); 2. B. Wallingsford (DKW); 3. Tim Bowman (DKW).

175 Am: 1. Robbie Parma (Yam); 2. Jeff Kaplan (Hus); 3. Max Eddy (Yam).

100 Ex: 1. Bob Rutten (Hod); 2. Bruce Ogilive (H-D); 3. Robbie Zamora (Yam).

100 Am: 1. Mike Leckich (Hod); 2. Dave Dixon (Pen); 3. Jamie Haas (Hod).

Nov: 1. Bruce Colby (Pen); 2. K. Pillars (Hus); 3. John Moray (Yam).

Powder Puff Am: 1. Marcia Holley (Hus); 2. Lynett Zubek (Hus).

Powder Puff Nov: 1. Dawn Grant (DKW); 2. Trudy Beck (Pen); 3. Lisa Downhill (DKW).

CRC Carlsbad

By Gee Jay

CARLSBAD, CAL., APR. 21

Keith Baker and Andy Northrup are the two top Mini racers still in contention for the CRC number one Mini plate and trophy. Keith and Andy charged off the line

with Andy holding a slight edge when Andy's frame cracked in half. Keith took the lead until all of a sudden comes the fastest red Honda you ever saw. "Gasp" went the crowd, "Who could it be?" None other than Gregg Youngwho, registered with NMA as a Novice, who signed up as such and led the pack for not one, but two straight motos, taking the Overall.

In the Powder Puffs, Pat Jones was Overall winner with Donna Smith second. Karen Abbott was the pre-race favorite but after her bike quit for the second time in the first moto, a loud "FUDGE" was heard coming from her general direction. End of Karen.

The Open Novices were blown in the weeds by Mike Burkhardt (Mai). Open Beginners Bill Whitman and Bill Withers tied at six points apiece but Whitman's second in the final moto gave him the overall victory. •

Read, Ago share French GP

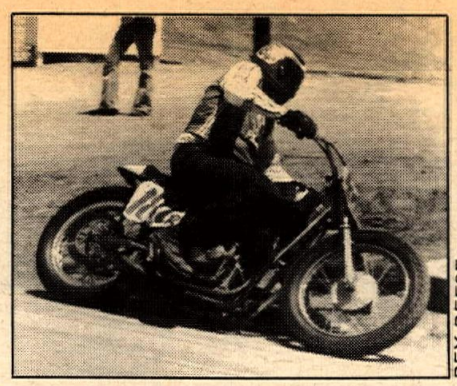
CLEMONT-FERRAND, FRANCE, APR. 21

Phil Read of England, riding Giacomo Agostini's old MV-three, won the 500cc round of the season's first European Grand Prix road race after Ago retired his Yamaha at the halfway point. Ago had built up a 9-second lead on Read before pulling off for undisclosed reasons.

Second place was taken by Britisher Barry Sheene on the works Suzuki and Gian Franco Bonera on another MV-three placed third.

Canadian whiz Yvon DuHamel, making his GP debut on a works Kawasaki, dropped out after the first lap, and Gary Nixon was seen in the pits looking for a ride.

Agostini cleaned the 350cc class on his Yamaha twin. •



REX REESE

R. Marquis and his Honda roared into the second 500 spot.

Gripsters D-37 TT

By Rex William Reese

ELSINORE, CAL., APR. 21

The Minis started off the schedule. All day, it was tight racing between G. Faulkner (Suz) and J. Murphy (Yam), with the win going to Faulkner. Third was R. Flores (Hon).

A class with some of the hottest action of the day was the 125 Amateur/Expert. It was a battle between M. Tidwell (Yam) and R. Naymola (Yam). Every lap they took, they were duking it out one-two all the way, leaving the rest of the pack behind. In the second heat, they were so close on the last lap that they crashed into each other after they got the checkered flag. Fortunately, neither got hurt. They finished the last heat, too.

In the 500 combined, R. Marquis (Hon) made himself known as a real threat in each heat, but to no avail as M. Reichert (Yam) would put it on him from the front, and B. Tolson (Mai) would be breathing down Rich's neck from his third place spot. By the way, that's how they finished for the day. •

Band benefit race

ADELANTO, CAL.

395 Cycle Park will be the scene of motocross action Sunday, April 28, as riders race for the Victorville High School Band Belgium trip. The Desert Phantoms of George Air Force Base will host the event on a course designed for the Beginner, Novice, and Powder Puffs. All classes will be offered for an entry fee of $3.50 with 40% trophies being given out on raceday. Gate fee for adults is $2.00 for the greatest show on earth. 395 Cycle Park has donated the track and the Huntington Racing Association will provide its emergency first-aid unit and personnel at no cost enabling all proceeds to go directly to the Jackrabbit Band. •

Canadian, American World Point events set for 1975

The American Motorcycle Association got together with its Canadian counterpart to co-operatively schedule world championship events in the two countries within a week of each other.

Participants in 500cc Motocross Championship, 125cc Motocross World Cup and World Championship Observed Trials will get opportunities to ride two point-paying events on the North American continent in quick succession. Both AMA and CMA expect this scheduling to improve the international field at their respective events.

The schedule, with specific sites yet to be chosen, is as follows:

March 9, 1975 —F. 750 Road Race (AMA, Daytona)

June 22, 1975 —U.S. Grand Prix 500cc Motocross (AMA)

June 29, 1975 —Motocross 125cc World Cup (AMA)

July 13, 1975 — Motocross 125cc World Cup (CMA)

July 13, 1975 — Canadian Round, World Trials Ch. (CMA)

July 20, 1975 — U.S. Round, World Trials Ch. (AMA). •

Land ho!

A 630 acre portion of the Howard Harris Ranch near Hollister is up for grabs, $60,000 down on a full price of $330,000. Real Estate broker Claude De Moss is trying to arrange for a group of 150 to 200 motorcyclists to pool resources to buy it. For 150 people, the tab works out to $400 a share down and $14.81 a month on a 20-year contract.

The tract is prime motorcycle land, rolling and green, described as the best off-road riding area in Central California. There are picnic areas, camping areas, and over a dozen oval, TT, motocross, and GP courses pioneered there. It's one of Kenny Roberts' old stomping grounds, a place he still comes back to for a little off-season playing.

De Moss has had about 40 responses so far, including feelers from San Jose P.I.T.S., L.A.R.A., and interested dealers. A unified organization has not been created yet, but the plan is for people who buy in to become members of a club and hold an "undivided interest" in the property. Memberships would be transferable.

There is another tract of 2400 acres about a mile distant which is being mentioned in the same breath (the State is currently dickering for it). When questioned about it, Mr. De Moss said the area could conceivably be developed as a motorcyclists' community, complete with homesites and small businesses. He can be reached for more information at 415/368-5646. •

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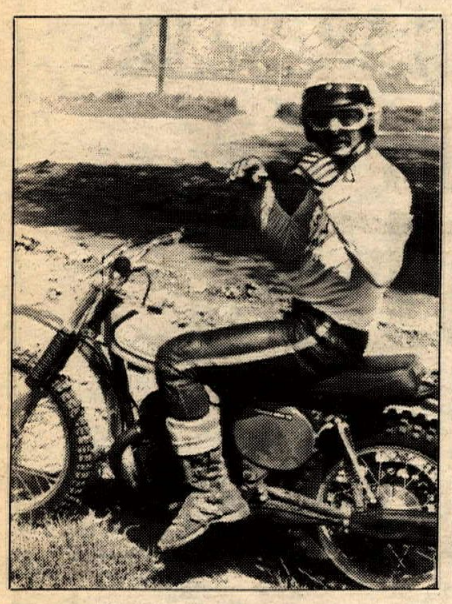
Montesa 250 VR

The best stock 250 motocrosser you can buy – better than works

This 250 motocross bike scene has really gotten out of hand. There are so many good 250 dirt racers available in the U.S. right now that making a choice for any potential racer-buyer has gotten downright difficult. The class is chock-full of first rate machinery.

Sitting down and looking at the Montesa 250 VR, I tried to make note of things that were changed from Kalevi Vehkonen's works Montesa as campaigned during the 1973 250 Grand Prix season. There were embarrassingly few differences. It is so close to Vehkonen's Montesa, essentially identical in the major components, that it was uncanny. The works Montesa had the white nylon fenders that everybody was using on the GP circuit, except the CZs, who used the plastic ones. (There is a certain amount of faddishness even among the GP riders. If somebody starts using something and it works, everybody wants to have it. So it was with the white fenders that appeared on virtually every works rider's bike.) The production fenders are black ABS plastic.

The works bike had a leftside kickstarter; the production bike's is on the right. Kalevi had different levers as a personal preference item. The works bike had gearbox problems in the middle of the season; the production bike had none at all. The works bike had shouldered Akront alloy wheel rims; the production bike has the new, non-mudcatching shoulderless Akronts. Vehkonen ran a 4.50 Spanish Pirelli knobby on wet or muddy tracks, as did virtually every other 250 GP rider with a choice, and that's what comes stock on the production bike. One big difference that we liked is that while the works bike had an open expansion chamber, the production bike has a silenced pipe that is the quietest of any motocrosser we've ever tested. It is very muted.



Russ Darnell after riding the VR: "Pretty nice."

PHOTOS BY JOHN HUETTER

What the Montesa VR does best, really best is lead you through corners any way you want: sliding squaring or gassing it.

You sit there shaking your head as you go over the machine. It is a works bike: the same frame, the same black crinkle-finned engine and 34mm Bing carb, the same seat, tank, forks, wheels, shocks and shock mounting of last GP season. The machine as you buy it provides no excuses for not winning. It is race-ready for $1398 out of the crate.

We tried to think of things that would have to be changed or modified before serious motocross competition. Cables? Footpegs? Rims? Shocks? There was nothing about the 250 VR that we could determine would have to be changed. It even comes with a giant Twin Air foam filter in a redesigned still air box which is identical to the one the works riders used. The filter is secured with a wing nut and easily accessible by removing three dzus fasteners that hold on the molded-in side number plate.

Even better, no chronic problems or after-purchase breakage items have cropped up in any of the new Montesa VRs. The tri-lingual owner's manual outlines a not very demanding maintenance routine that, when followed, seems to have kept the stock VRs virtually troublefree. You roll it out the door, break it in with a tank or two of pre-mix, and you race it. That's it.

But when you race it, what are your chances of winning or placing well with the VR in the 250 class? Based on our evaluation, your chances are damn good. They're even pretty good for placing well in the 500 class. The VR is that quick and handles that well. One rider got a fifth on an all-out top speed course in the 500 class.

Power is all there. According to the Webco dyno, more horsepower at the rear sprocket than any other 250 motocross bike – a nice round 30 HP. That is a lot of ponies, which translate into quick bursts out of corners that combined with shifting at the right time will get you ahead of anything else in the 250 class that hasn't been worked over. There is sufficient low end not to worry about wringing it to death to go but the power has been concentrated in the mid-range and top end of the RPM.

The porting features two monstrous transfer ports, two smaller ports and a small finger port at the rear of the cylinder that feeds the hole in the back of the piston. Lots of black crinkle finning seems to work to keep power from dropping off when it's really hot, like at the end of 45 minutes.

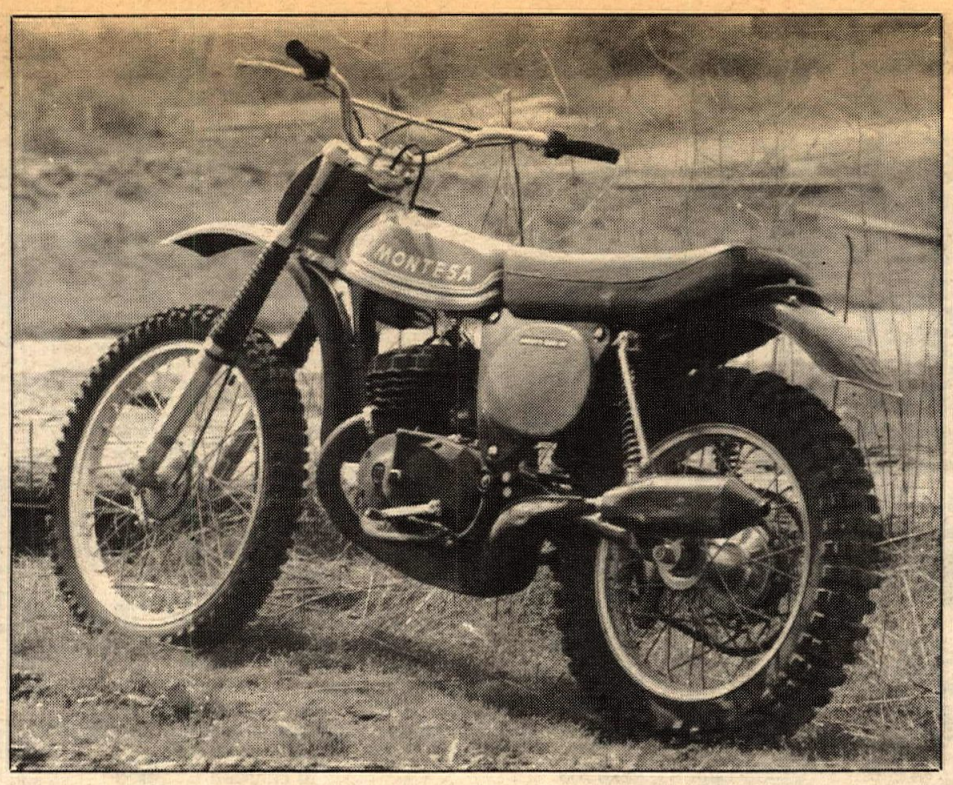
The whole bike is geared to Grand Prix motocross. The new "bean" tank holds enough pre-mix for just 45-47 minutes (plus maybe one false start) of full out, expert level motocross. The shape is excellent, allowing unnoticed moves up on the tank from the longest saddle in motocross that in turn allows lots of moves all over the machine in racing. The tank color is red.

The frame is built up of chrome moly steel at the heavy stress points and mild steel elsewhere. Attached to the front are telescopic forks of Montesa's own design which are exquisitely precise in providing about six inches of travel. Attached at the rear is an appropriately rigid swingarm that bounces up and down on lightweight Telesco shock absorbers.

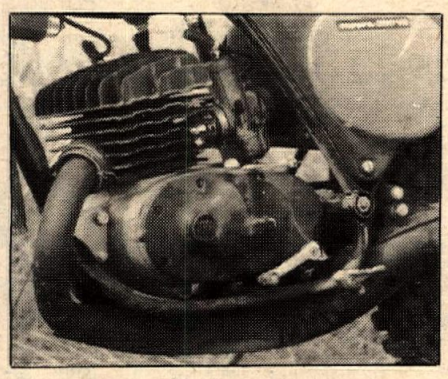
The Telescos have the distinction of maintaining their damping properties for the duration of a 45-minute moto. How they do it with such a small fluid reservoir remains their trade secret. They have almost four inches of stroke, like the KONIs, and the performance difference will be noticed only if you switch immediately from one set of shocks to the other. The Telescos are good; good enough to be used throughout the GP season, and light in weight.

All the rest of the components and detailing are up to the highest competition standards. The cables are thick and feature built-in lube nipples. The footpegs don't look like they'll work but actually do; grips are ridged and fit a wide variety of riders without complaint. The fuel taps are unique to Montesa. They consist of little balls encased in a rubber sheath that are squeezed up or down to shut off or open fuel flow.

That's Darnell on the outside heading for the apex. He was the last one in to the turn, the first one out on the VR.



The strong spark of the Motoplat electronic ignition and the performance of the 34mm Bing carb provided first kick starts when cold every time – after you tickled to overflow. Surprisingly, it sometimes took three or four kicks to get it to light off when it was hot. Then sometimes, it didn't. The powerful engine is mounted in the frame with new, very businesslike brackets and longer case screws have been used to overcome some sidecase leaking encountered on the '73 models. Ours



Lurking behind the green number plate and "cappra 250 VR" stickie is a monstrous Twin Air foam filter. Lurking inside the flat black crinkly engine is 30 horsepower.

was completely tight after much hard use.

The sticky, wide block Pirelli motocross rubber which holds so well in the turns wears quickly on hard surface tracks. Maybe six motos and it's gone. It is just right for soft dirt or mud. The rear cable-operated brake was very strong, strong enough to lock up the rear wheel and kill the engine until you got used to it. The small brake tab always fell perfectly to foot but the brake took some getting used to. The front brake was excellent in all respects and both stoppers proved fade-free under repeated hard application.

We could never find any fault in the five-speed gearbox or clutch action. The latter was rarely used. All throws were positive and each gear selected cleanly. Stomp shifting without the clutch didn't change that behavior.

What really makes you fall for the Montesa, though, is how it corners. How it corners is . . . any way you want to. It will lead you through a turn effortlessly. You can square it off and fullpower out, or you can slide around the turn. You can get away without just about anything through the corners. And the acceleration coming out is inspiring. You can flat rule the corners on this machine. Throttle response is immediate and impressive. The center of gravity feels low and the bike never wants to do anything awkward that will slow you down or sap your confidence. Some testers felt the suspension was stiff but it was very precise, tracked completely true, and never twitched or kicked back landing from jumps. Other riders thought it was just about right for hard charging.

Montesa have been leaders in expansion chamber design for a long time. They have come up with a pipe to complement the VR engine that gets that 30 peak horses out of it and can still run with a silencer that is undoubtedly street legal. What the quiet silencer allows you to hear is how noisy the engine is. Everybody commented on engine noise but you had to actually listen hard for the exhaust note when kickstarting the bike to see if it had lit off.

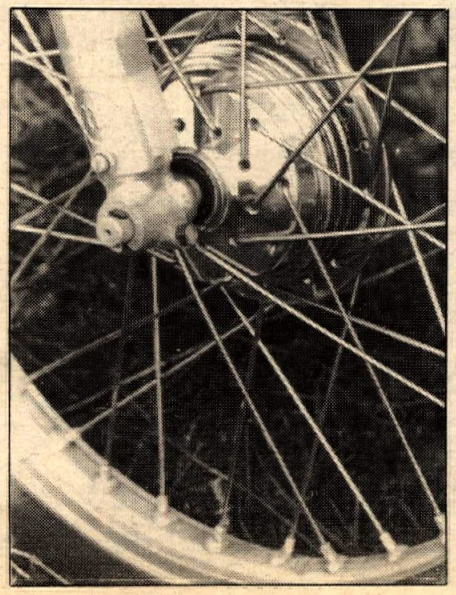
The Montesa VR has handling of Grand Prix caliber, more power than most of its owners are likely to ever use, and race-ready detailing right out of the crate. It has also demonstrated, so far, a really impressive record of being breakproof once it's broken in correctly.

The detail improvements (like the big Twin Air filter which Montesa Motors credits with some of the power increase) have all been made for strictly competition purposes in a strict sense and not for the sake of model change.

We haven't ridden all of the new 1974 250 motocross machines yet, but so far what the Montesa VR has going for it is the simple fact that in its stock form it has the best handling for the most riders, the most power, and totally complete out-of-the-crate race preparation in every detail. The only thing it needs to be raced competitively in every skill class is gas and oil, and those may be harder to find.

With no compromises in a well thought out stock racing machine, Montesa looks like the top buy in the fierce 250 motocross class. And the gas cap didn't even leak. They've added another 0-ring to it. •

One very fine hub, brake, spokes, rim setup. Little plastic strips just like the works bike had came taped to Montesa's own forks.



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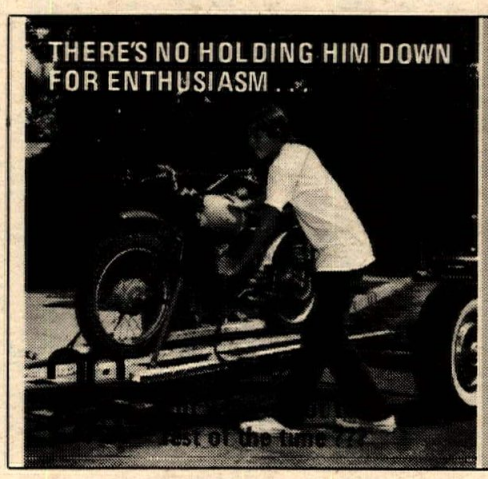

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RESULTS

TT Scrambles
Sprockets Park
Sprockets M.C.
Bakersfield, Calif.
March 31, 1974
By AccuReport

89cc NOV	
Wade Williams	Hon
Terry Sanderson	Hon
Sean Randall	Suz
89cc JR	
Jeff Gonzales	Hon
Frank Carpenter	Ste
Mark Wilder	Suz
89cc EX	
Mike Leming	Suz
Mike Garrison	Yam
Billy Hartman	Hon
100cc NOV	
Billy Reese	Yam
Roger Lady	Yam
Rick Sullivan	Yam
100cc JR	
Gary Clark	Suz
Mark Journey	Yam
Tim Clark	Suz
100cc EX	
Sam Mathews	H-D
Mike Woods	Yam
Derek Land	Yam
125cc NOV DIV I	
Danny Martin	Yam
Rick Davis	Yam
Scott Andrews	Yam
125cc NOV DIV II	
Mark Mills	Suz
Kevin Ridenour	Yam
Mike Williams	Hon
125cc JR	
Jeff Martin	Yam
Mike Graham	Hon
Mike Allen	Yam
125cc EX	
Rick Delgado	Yam
Frank Adamo	Yam
Curt Lange	Yam
200cc NOV	
Steve Churchwell	Bul
Robert Cotner	Bul
Tim Holloway	Kaw
200cc JR	
Willis Pritchett	Yam
Bill Linenbach	Bul
Michael Stafford	Yam
WOMENS	
E. G. Smith	Yam
Flo Hiser	Yam
Tia Leipold	Oss
200cc EX	
Tim Phillips	Bul
Darrell Winter	Bul
Kenny Bearce	Bul
250cc NOV	
Lee Hales	Bul
Ron Hay	Yam
250cc JR	
Rick Villanueva	Hon
James Gardner	Mon
Bud Sturgill	Mon
250cc EX	
Frank Adamo	Yam
Tom Boles	Suz
Doug Garrison	Suz
Shell Borden	Suz

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Rick Lee	585
Ron Donahue	570
Bob Massey	540
Wayne Cook	525
Don Lyon	525
Bill Becker	510
Charles Gates	510
James Eveland	495
Jim Brown	490
Cordis Brooks	470
Doug Winchell	470
Mark Steele	455
Gary Auberlen	440
Ron Wright	435
Kevin R. Hasten	420
Ron Reinholdson	420
Rick Austin	410
Jerry Leighton	400
Joe Polujancewicz	390
Alan Karschner	379
Don Boyer	375
Tom Schell	355
Rollin Kolbuss	354
Rick Jones	340
Ron Marx	340
Ed Rodine	340
Mike Cummins	330
Mike Leighton	330
Chris Murdock	320
Larry Golliher	315
Mike Arbogast	306
John Lundgren	305
Ray Alenxander	300
Tom Erickson	295
Daniel Villegas	295
Gary Griffin	285
Lawrence Nicholson	280
Dennis DeCamp	275
Ray Waldbaum	265
Gary Charters	260
Ron Music	260
Mike Porter	260
Randy Brown	252
T.E. Grant	250
Dan Phillips	240
Mike Rhodes	240
Gordon Schmid	233
Tim Ralph	232
John Scheuermann	230
George Zuber	230
Curtis Mills	225
H.S. Bailey	223
Robert Ducgich	220
Mark Widick	215
Butch Nelson	210
Geno Beattie	195
David Symonds	179
Paul Ashford	178
Ron Lanier	176
Ronnie Markegard	167
Ramon Lowe	165
Bruce Colby	160
Jim Hullihan	160
Joe Kyne	160
Stan Wilbert	160
Denis Alderete	157
Mike Farrington	150
Ray Morrow	146
Birdie Greenberg	145
Stick Best	140
Bill Friant	140
William Van Peeren	140
David Pobjoy	140
Robert Wadlow	140
Russell Collins	136
Dan Perkins	135
Cliff Rindels	131
Louis J. Wurth	131
Jamie Litton	125
Gary Niedernuth	125
William Waters	125
Robert Glenn	124
Randy Fleming	120
David Hinson	120
Don Louis	120
Amdres Thalman	120
Glen Brown	119
Don Grieve	115
Terry Thompson	115
Jerry Kindsvogel	113
Jack Cartwright	110
Tom Schmid	110
Ronald Surber	110
Fred Swepston	110
Frank Keepers, Jr.	105
Ron Benson	104
David Anderson	100
Mike Dice	100
Jim Dieckmeyer	100
Don Whitehorn	100

D-38 TT Scrambles
Dehesa Race Park
Bend, Ore.
April 7, 1974
By Jim Roberts

100 NOV	
Jimmy Roberts	Yam
Mike Pennoyer	Kaw
Jeff Spahn	Yam
125 NOV	
Rodger Harris	Yam
Bill Laninovich	Yam
Tom Butts	Yam
125 AM/EX	
Bobby Huffman	Suz
Floyd Petton	Yam
Mark Weixeldorfer	Yam
250 NOV	
Mark Aragon	Yam
John Harris	Yam
Ronnie Garcia	Yam
250 AM	
Curt Hoefling	Yam
Mike Stahl	Oss
Neal Hereth	Bul
250 EX	
Al Glover	Yam
Mark Weixeldorfer	Yam
Gordon Sims	Mon
OPEN NOV/AM/EX	
Tim Melancon	Yam
Steve Gall	Suz
Steve Little	BSA
SIDE HACKS	
Loreto Masella (P)	Hon
Robert Stichler (Pass)	
Wayne Prescott (P)	Yam
Thomas Horney (Pass)	
Robert Sanner (P)	Hon
Charles Sanner (Pass)	
YOUNG MEN	
Jerry Renner	Suz
Mike Huffman	Suz
Scott Lyda	Yam

Motocross
Escape Country
Trabuco Cyn., Calif.
Apr. 14, 1974

MINI BEG	
Dave Chandler	Yam
SUPER MINI 1st DAY	
Billy Davis	Hon
Vic Barton	Hon
SUPER MINI BEG	
Bobby McGregor	Hon
SUPER MINI NOV	
David Fier	Hon
SUPER MINI INT	
Bobby Quintin	Hon
100 1st DAY	
Rob Gillette	Hod
Dave Paine	Hod
100 BEG	
Broc Glover	Kaw
Bruce Ziegler	Yam
Richard Lopez	Yam
100 NOV	
Mitch Maxwell	Hon
125 BEG	
Greg Lynch	Hon
Richard Hansen	Suz
Ron Spadafora	Hon
125 NOV	
Orin Belgarde	Hon
Michael Swann	Suz
Paul Kaitz	Hon
125 INT	
Bobby Quintin	Hon
125 EX	
David Camp	Tyr
250 1st DAY	
Tom Gates	Suz
Dan Gaxiola	Yam
Earl Valles	CZ
250 BEG	
Mike Schoffstall	Hon
Dave Fielding	Yam
Joe Lindsey	CZ
250 NOV	
Tom Conrad	Mai
Kelly Walker	Hon
Peter Yokopenic	Hon
250 INT	
Alan McCown	Suz
250 EX	
Richard Mullin	Oss
OPEN BEG	
Steven Costello	Suz
Lloyd Villa	Suz
OPEN NOV	
Manuel Fimbres	Hus
OPEN INT	
Bruce Prall	Mai
OPEN EX	
Charles Beck	Mai

Motocross
Corona Rcwy.
Corona, Calif.
Apr. 11, 1974
by Tom Blattler

MINICYCLES	
Lindley Kistler	Hon
Dana Warne	Hon
Harlan Kistler	Hon
100 JR	
Dennis Sewell	Hod
Rich Shook	Yam
Tom Schoney	Pen
125 BEG	
Frank Amaya	Yam
Larry Shadbolt	Hon
Ruben Gomez	Suz
125 JR	
Mike Luna	Yam
Rick Rogers	Suz
Skip Smith	Hon
125 INT	
Jeff Crump	Pen
Finn Gurholt	Hon
125 SR	
Mark Tyer	Hon
Dave Williams	Pen
Steve Bauer	Hon
250 BEG	
Jim Ferguson	Bul
Dan Delehant	Hon
Dennis Thompson	Kaw
250 SR	
Bob Skocilich	Hus
Stan Flanders	Mon
Wayne Melanson	Hon
250 SR	
Brad Lynch	Mai
Bruce Baron	Yam
Val Tamietti	Hon
500 JR	
Rick Rolko	CZ
James Ryan	Suz
Tom Pollard	Yam

TT Scrambles
Elsinore, Calif.
Apr. 13, 1974

MINI NOV	
John Murphy	Yam
Ken McIntyre	Yam
MINI AM/EX	
Shawn McConnell	Hon
Doug Nicol	Hon
100 BEG	
Mike Mead	Yam
Rob Beach	—
125 BEG	
Paul West	Sea
Tom Newman	Hon
Carlos Morgan	Yam
250 BEG	
Mike Flower	Hon
John Peterson	CZ
Larry Storment	Mon
100 NOV	
Shawn McConnell	—
David Hale	—
Bob Hall	Yam
125 NOV	
Dan Martinell	Yam
Mike Bird	Yam
Dave Woodrich	Yam
250 NOV	
Gary Feener	Oss
Greg Zehner	Yam
Tim McGhee	Hon
500 OPEN	
Mike Romero	—
Don Meiner	Yam
100-125 AM/EX	
Ron Sheets	Yam
Troy Ingolia	Yam
SPEC NOV	
Jim Ingersoll	Yam
Mike Romero	Mai
Larry Hayes	Yam
500 OPEN AM	
Tim Melancon	Yam
Steve Miller	Yam
250 AM	
Clint Palmer	Oss
Kevin McHugh	Hon
250 EX	
Bruce Reynolds	Bul
Greggory Wilhite	Yam
SPEC EX	
Tim Melancon	Yam
Rod Sexton	Yam

Motocross
Escape Country
Trabuco Cyn., Calif.
Apr. 13, 1974

MINI BEG	
Kirk Gutches	Suz
SUPER MINI 1st DAY	
Bill Mooneyhan	Hon
SUPER MINI BEG	
Mike Laenger	Hon
Mark Leos	Hon
SUPER MINI NOV	
Dallas Rebello	Hon
Andy Guth	Hon
SUPER MINI EX	
Don VanTassel	Hon
100 1st DAY	
Tony Bruemmer	Yam
100 BEG	
Noel Leos	Suz
100 NOV	
Cluck Tozer	Suz
125 1st DAY	
Richard Lamis	Hon
Jerry Sisk	Suz
Kirk Muraoka	Yam
125 BEG	
Richard Fiore	Hon
Chris Mullen	Suz
David Cummings	Suz
125 NOV	
Joe Signor	Hon
Guy Denton	Hon
125 INT	
David Bush	Hon
125 EX	
Paul Needels	Bul
175 BEG	
Bart Weyand	Puc
175 NOV	
Tom Mink	Kaw
250 1st DAY	
Frank Nenstiel	Yam
250 BEG	
Tom Conrad	Mai
250 NOV	
Kurt Sofka	Yam
Jack Wheeler	Hon
Greg Nicholson	Hon
250 INT	
Danny Finell	CZ
250 EX	
Bill Brooke	Yam
OPEN BEG	
David Edwards	CZ
OPEN NOV	
Tony Bennett	Hus
OPEN INT	
Alan Olson	Mai

Las Vegas MX Club
Official Results
Los Vegas, Nev.
March 31, 1974

MINI BEG 60 CLASS	
Sean Steele	Kaw MR
Doak Wachtel	Hon
Butch Williams	Hon
MINI BEG 80 CLASS	
Billy Seifman	Yam
Ron Wickliffe	Hon
Cal Wachtel	Hon
MINI NOV	
Donnie Toti	Hon
Sam Percoff	Hon
George Fooshee	Suz
MINI AM	
Kevin Steele	Kaw
David Thomsen	YZ
Joey Dee	Hon
MINI EX	
Lenny Giger	Hon
Marv Chapman	Suz
100 NOV	
Marv Chapman	Yam
Kirk Sullivan	Yam
Jack Curtis	Yam
125 NOV	
Lenny Giger	Hon
Kenny Krumme	Yam
Martin Ansorge	Suz
125 AM/EX	
Tim Bowman	Suz
Glen Munyan	Hon
Mel Chapman	Ric
250 BEG	
David Jones	Hon
Rex Daniels	—
Bill Graves	Hon
250 NOV	
Bill Spurrier	Mai
George Robertson	Yam
Phil Connell	Hon
250 AM	
Roger Wells	Kaw
Sid England	Hon
Rick Malone	Kaw
250 EX	
Daryl Mason	Oss
Kirk Bothwell	YZ
Mel Chapman	Mai
500 NOV	
Doug Cotton	Mai
Dan Hutchison	Suz
Kent Farmer	Suz
500 AM/EX	
Tod Canada	Suz
Floyd Dunn	A-E
Randy Brown	CZ
OVER 38 CLASS	
George Milford	Hon
John VanHoove	Mai

R.A.C.E. MX
Corona Raceway
Corona, Calif.
April 11, 1974
By Dale Teubner

MINI CYCLES	
Lindley Kistler	Hon
Dana Warne	Hon
Harland Kistler	Hon
100 JR	
Dennis Sewell	Hod
Rich Shook	Yam
Tom Schoney	Pen
125 BEG	
Frank Amaya	Yam
Larry Shadbolt	Hon
Ruben Gomez	Suz
500 JR	
Rick Relke	CZ
James Ryan	Suz
Tom Pollard	Yam
125 JR	
Michael Luna	Yam
Rick Rogers	Suz
Skip Smith	Hon
250 BEG	
Jim Ferguson	Bul
Dan Delehant	Hon
Dennis Thompson	Kaw
250 JR	
Bob Skocilich	Hus
Stan Flanders	Mon
Wayne Melanson	Hon
125 INT	
Jeff Crump	Pen
Finn Gurholt	Hon
125 SR	
Mark Tyer	Hon
David Williams	Pen
Steve Bauer	Hon
250 SR	
Brad Lynch	Mai
Bruce Baron	Yam
Val Tamietti	Hon

AMC MX
Saddleback Park
Orange, Calif.
Apr. 14, 1974
by S. Lasker

MINI BEG	
Robert Perez	Hon
Eric Schnakenberg	Hon
Doug Reen	Suz
MINI NOV	
Alan Sexton	Ind
MINI JR	
Jeff Bean	Yam
MINI INT	
Jamie Oliver	Hon
100 BEG	
Jim Watthall	Kaw
Mark Weaver	Pen
Rick Lucas	Suz
100 NOV	
Dennis Sexton	Hod
100 JR	
Chris Grant	Yam
100 INT	
Richee Collins	Pen
Mike Johnson	Pen
125 BEG	
Dean Kako	Hon
Barry McLellan	Suz
Robert Palmer	Hon
125 NOV	
Larry Wasson	Hon
Barry Armgard	Hon
Raymond Alvarez	Suz
125 JR	
John Irwin	Hon
Jeff Bean	Hon
Jay Rivera	Hon
125 INT	
Gary Denton	Hon
Bob Welch	Hon
Mark Arsenault	Hon
125 EX	
David Williams	Pen
Dave Miller	Pen
Jeff Bunn	Pen
250 BEG	
Pat Walsh	CZ
Mark Bright	Hon
Robert Gonzales	Yam
250 NOV	
John Hildreth	Yam
Rick Fifield	Suz
David Dekoker	CZ
250 JR	
Steve Miller	Pen
Mark Zoller	Yam
Jim Nasser	CZ
250 INT	
Skip Porter	Bul
Dale Luedtke	YZ
Jim Berry	Yam
250 EX	
Dave Carlson	Bul
Mark Anderson	Hus
Bob Messer	Mon
OPEN BEG	
Henry Blain	Yam
Randy Kellogg	Yam
OPEN NOV	
Louie Haehnlen	Suz
OPEN JR	
Jim Bunn	CZ
Mike Burkhardt	Mai
Ken Welford	—
OPEN INT	
James Bragg	Hus
David Blosser	CZ
Clinton Tarvin	CZ
OPEN EX	
David Williams	CZ
Jon Miller	Mai
Floyd Burke, Jr.	CZ

CMC Scrambles
Chico, Calif.
Apr. 1974
by Rex Backman
& Hayden Campbell

60 MINI	
Dale Hanson	Yam
Shannon Horton	Yam
80 MINI	
Ron Wagoner	Hon
Troy Arnold	Suz
Mark Vaughn	Hon
100 MINI	
John Sudburry	Yam
Tom Odekirk	Yam
Scott Phillips	Yam
100 NOV	
Bob Cervantes	Yam
Tod Erickson	Yam
Tony King	Yam
125 NOV	
Mike Granger	Suz
Larry Newman	Hon
Dave Sexton	Yam
200 NOV	
Jerry Griswald	Pen
250 NOV	
Paul Meyer	Cop
Marty Jackson	Hon
Mitch Games	Hus
OPEN NOV	
Rodger Lollar	Mai
Jeff Shimizu	Yam
Ike Moore	Mai
125 JR	
Del Becker	Hon
125 EX	
Jim Hubbard	Yam
OPEN JR	
Jon Woo	Bul
OPEN EX	
Jim Hubbard	Yam
RACE OF CHAMPIONS	
Jim Hubbard	Yam
Jon Woo	Bul
Paul Meyer	Cop
OLD TIMERS	
Charlie Jenson	Yam
Wayne Hendricks	Kaw
Bill Brownell	Bul

1st Annual Big Bike Scr.
Sprockets M.C.
Bakersfield, Calif.
March 31, 1974
By AccuReport

QUALIFYING MAINS	
360 NOV	
Al Davis	Yam
Scott Dinkins	CZ
Mike Newby	Yam
360 JR	
Mike Allen	Yam
Rick Villanueva	Hon
John Edwards	Yam
360 EX	
Doug Garrison	Suz
Eric Gifford	Yam
William Edmonston	Kaw
OPEN NOV/JR	
Alvin Griffith	—
Steve Martin	—
Leon Watts	—
OPEN EX	
Ron Tobey	Tri
Bud Wall	Tri
Frank Adamo	Tri
GRAND CHAMPION	
*Ron Toby (E)	Tri
*Doug Garrison (E)	Suz
*Rick Villanueva (Jr)	Hon
*Mike Allen (Jr)	Yam
*Eric Gifford (E)	Yam
*Steve Martin (Jr)	Tri
*Al Davis (N)	Yam
*Brad Wall (E)	Tri
*Scott Dinkins (N)	CZ
*Leon Watts (N)	BSA
*Don Dynge (N)	BSA
*Alvin Griffith (Jr)	Nor
*Denotes Trophy	

Marathon MX
Fremont, Calif.
Apr. 14, 1974
by Bill Spencer

125cc	
Mark/ Jeff Hallock	Hon
Dan Reilly	Pen
Bill Tyrano/ Jeff Cole	Hon
250cc	
Wayne Morrell/ Rod Simas	Yam
Steve Abbott	CZ
Ian McLachlan	Pen
OPEN	
Jack Jensen/ Dave Rosenquist	Suz
Scott Pearson/ Sam Arena, Jr.	Mai
Ned Marrandino	Mai

TT Scrambles
Sidewinder Spdwy.
Kingman, Ariz.
Apr. 14, 1974
by Sandi Martin

POWDER PUFF	
Becky Williams	Suz
Rhonda McFerrin	Yam
Kris Hawkins	Hon
MINI NOV	
David Gilbert	Yam
Russell Wright	Yam
Eric Martin	Hon
MINI AM/EX	
Doug Beard	Yam
Mark Garban	Hon
100 NOV	
Johnny Wells	Yam
Wayne Smith	Yam
Bobby Bouck	Yam
125 NOV	
Anson Gilbert	Hon
James McFerrin	Yam
Craig Martin	Hon
125 EX	
Bob Smallwood	Yam
125 AM	
Jim Yell	Hon
Steve Berg	Yam
250 NOV	
Kirk Hawkins	Bul
Pat Krugh	Hon
Saulo Huerta	Yam
250 AM	
Tom Warne	Yam
Rusty Hancock	Bul
Pug McLauglin	Suz
250 EX	
Steve Simpson	Bul
Bobby Smallwood	Yam
OPEN NOV	
Dennis Roberts	Yam
Jay Kidwell	CZ
Van Marshall	Yam
OPEN AM	
Dan Lawson	Mai
Steve Berg	Yam
OPEN EX	
Mike North	Yam
Tom Jones	Tri
Brad Nicks	Kaw

Scrambles
American Cnyn. M.C.
Vallejo, Calif.
Apr. 12, 1974
by James Brammer

100 NOV	
Leonard Castro	Hod
Darrell Dugish	Yam
Scott Whitaker	Bul
125 JR/EX	
Gary Pietruskiewicz	Suz
Lonnie Kerley	Yam
Mike Riddell	Bul
200 NOV	
John Gerhardt	Bul
Curt Haisley	Yam
Steve Hateman	Bul
250 NOV A	
Ron Johnson	Hon
Rich Bright	Bul
Dave Jones	Yam
250 NOV B	
Greg Ragan	Suz
Robert Lee	Ric
Ralph Cox	Kaw
250 JR	
Hugh O'Neill	Yam
Frank Borda	Yam
Ray Sanchez	Yam
250 EX	
Phil Anderson	Mon
Dave Faria	Oss
Jeff Eide	Bul
360 NOV	
Paul Lindlief	Mai
Eddie Diaz	Yam
350-500 JR	
Ed Heeney	Bul
Pete Dolcini	Yam
Brian Koga	Suz
350-500 EX	
Randy Booth	BSA
Duane Yarrow	Yam
Allen Yarrow	Yam
650 NOV	
Willie Morgan	Tri
650 JR	
Cliff Servetti	Nor
Bill Phillips	Tri
Fred Mason	BSA
650 EX	
Conrad Saxelby	Tri
Bruce Young	Tri
Dave Dotson	Tri

R.A.C.E. MX
Corona Rcwy.
Corona, Calif.
Apr. 13, 1974
by Tom Blattler

MINICYCLES	
Dave Dieterle	Hon
Harlan Kistler	Hon
Lindley Kistler	Hon
100 JR	
Gary Scheidler	Yam
Marty Wolford	Yam
Tom Shaffer	Yam
125 BEG	
Pete Peterson	Hon
Jay Powell	Hod
Paul Hernandez	Hon
125 JR	
Larry Ripley	Hon
Vic Scarborough	Hon
Jackson Kistler	Hon
125 INT	
Robert Williams	Pen
Don Wickham	Pen
Dave Hancock	Bul
250 BEG	
Tom Garrison	Hon
Rick Sherman	Kaw
Dave Aleman	Ma.
250 JR	
Eddie Johnson	Yam
Dane Scott	Mon
Gary Peterson	CZ
250 INT	
Bill Emery	Bul
Mark Balzer	Yam
John D'Abusco	Hon
250 SR	
Ray Topham	Mai
Brad Lynch	Mai
Ken Ratzloff	Mon
500 JR	
Fred Nelson	Mai
Roger Cooper	Mai
Jerry Corll	Bul
500 SR	
Bill Levassiur	Suz
Charlie Guinn	Mai
VIRILE VETS	
Paul Clark	Mai
Ed Scheidler	Yam
Gene Park	CZ

M.O.R.E. Economy Run
March 30, 1974
San Diego, California

		MPG
SIDECAR		
Frank Zuch/Kim Zuch	Honda 350cc	42.809
Stock	Thompson Sidecars	
Mr. & Mrs. Don Huntley	Honda 500cc	37.877
Faired-stock	Side Strider	
Doug Bingham/Lonnie Doll	BMW 500cc	33.564
Stock/Watsonian 2 pass.	Side Strider	
Frank & Karen Danielson	Triumph 650cc	42.111
Stock	Side Hack Assn.	
John & Emily Myrick	BMW 750cc 5spd.	42.375
Faired-stock	Side Strider	
Bill Heimanson-Solo	Moto Guzzi 750cc	41.595
Faired-stock	Side Strider	
Keith & Patricia McCartney	Honda 750cc	37.827
Faired-stock	Buco Products	
Mr. & Mrs. Redman	Honda 800cc	37.253
Faired-stock	Side Strider	
Lon & Janet Holt	Suzuki 750cc 2 stk.	36.250
Stock	Side Strider	
Dave Steele/Dee Cocoa	Honda 750cc	35.130
Cafe-racer kneeler	Side Strider	
Ron Doll/Joane Chamberlain	BMW 900cc 1974	47.746
Stock	Spirit of America	
Team Winner, 7 sidecars,	Average MPG	37.720
Side Strider Van Njys Calif.		
INDUSTRY OVERALL TOP TEN		
Don Emde	Kaw 100cc	147.143
Cafe-racer	Floyd Emde Co.	
Louis Kaiser	Tri Cub 200cc	131.379
Stock	San Diego M/C Salvage	
Mark Weixeldorfer	Yam 100cc	123.600
Stock	So. Bay MC's	
Mel LeBard	Honda 100cc	103.000
Stock	Murphy Muffler	
Sam Moses	Honda 200cc	96.692
Stock	Cycle Guide Mag.	
Patti Carpenter	Kaw 400cc	84.667
Stock	Road Rider Mag.	
Jack Evans	Yam 125cc	83.514
Stock	So. Bay MC's	
John Elliott	Tri. 500cc 2 cyl	78.837
Stock	Triumph-Norton Corp.	
Peter Gianakas, Jr.	BMW 600cc	75.333
Faired-stock	BMW Riders of America	
Keith Stuart	Yam 360cc 1 cyl.	74.505
Stock	So. Calif. MX	
Bob Livesay	BMW 900cc 1974	74.505
Faired-stock	Irv Seavers MC's	
	Average MPG	107.317
INDUSTRY 1st IN CLASS		
Don Emde	Kaw 100cc	147.143
5spd. Cafe-racer	Floyd Emde Co.	
Mel LeBard	Hon SL 100 100cc	103.000
5 spd. Stock	Murphy Mufflers	
Richard Hartje	Cushman Scooter 340cc	63.061
Auto Clutch 1 spd.		
Team Junk	S.D. M/C Salvage	
Mark Weixeldorfer	Yam 100cc	123.600
5 spd. Stock	So. Bay MC's	
Jack Evans	Yam 125cc	83.514
5 spd. Stock	So. Bay MC's	
Louis R. Kaiser	Tri 250cc	131.379
4 spd. Stock Team Junk	S.D. M/C Salvage	
Sam Moses	Hon 200cc	96.692
5 spd. Stock	Cycle Guide Mag.	
Gary Feil	Yam 200cc	66.842
5 spd. Stock	Cycle Guide Mag.	
Rob North	Yam 200cc	59.531
6 spd. Stock	So. Bay MC's	
Richard Rogers	Hon XL 250 1 cyl.	73.696
5 spd. Stock-desert	El Cajon M/C	
Vic Conaway	Mon. Cota 250 1 cyl.	64.571
5 spd. Stock-trials	Vic's Competition M/C	
Murray Hoffman	Yam 250 2 cyl.	61.081
6 spd. Stock	Yam. International	
Mike Devlin	Yam 350 2 cyl.	65.825
6 spd. Stock	Yam. International	

The recent Invaders Hare & Hound had Hazelwood Modesty curtains up for the benefit of all who needed them.

LESLIE LOVETT

Kenneth J. Wilkinson	Kaw. 350 3 cyl.	43.462
6 spd. Faired-stock	Kearney Mesa Kaw.	
Patti Carpenter	Kaw 400 2 cyl.	84.667
5 spd. Stock	Road Rider Mag.	
Keith Stuart	Yam 360 1 cyl.	74.505
5 spd. Stock	So. Calif. MX Newspaper	
Charles Surprize	Suz 380 3 cyl.	71.368
5 spd. Stock	San Diego Suzuki	
John Elliott	Tri 500 2 cyl.	78.837
4 spd. Stock-new	Tri-Norton Inc.	
Bob Anderson	Tri. 510 2 cyl.	66.471
4 spd. Stock	Road Rider Mag.	
Don Vesco	Yam 500cc 2 cyl.	54.677
5 spd. Stock	Yamaha International	
Steve Cole	Yankee 500cc 2 cyl.	37.253
6 spd. Stock-ISDT	Bikesville News	
Bill Tuchscher	Velocette 500cc 2 cyl.	64.571
6 spd. Stock	So. Bay MC's	
John Warren	Hon 550cc 4 cyl.	62.202
5 spd. Stock	All American Racers, Inc.	
Peter Gianakas, Jr.	BMW 600cc 2 cyl.	75.333
4 spd. Faired-stock	BMW Riders of Amer.	
Kenneth Case	Suz 550cc 3 cyl.	48.085
5 spd. Stock	So. Calif. MX Newspaper	
Bert Brown	Kaw 500cc 3 cyl.	46.122
5 spd. Stock w/		
passenger Sharie Murch	All American Racers	
Bill Murray	Yam 650cc 2 cyl.	68.485
5 spd. Stock	So. Bay MC's	
Ernest Cooper	Yam 650cc 2 cyl.	58.957
5 spd. Stock w/pass.	Murphy Muffler	
Tom Harrison	BMW 750cc 2cy.	58.677
4 spd. Stock-faired	Teutonic QSL	
Jack Chamberlain	Moto-Guzzi 750cc 2 cyl.	51.364
4 spd. Stock-faired		
w/pass. Etta Chamberlain	S.D. Co. Road Riders Assn.	
Don Markland	Hon 750cc 4 cyo.	50.597
5 spd. Stock	All American Racers	
Richard Jones	Suz. 750 4 cyl. Water-cooled	49.489
5 spd. Stock w/		
pass. Kathleen Jones	U.S. Army	
Rick Rolfe	Suz 750cc 3 cyl. Water-cooled	44.026
5 spd. Stock	San Diego Suz.	
Ward Ring	Norton 850cc 2 cyl.	69.897
4 spd. Stock	South Bay M/C	
Bob Livesay	BMW 900cc 2 cyl.	74.505
5 spd. Faired-stock	Irv Seavers M/C	
Dan Gurney	Kaw 903cc 4 cyl.	51.756
5 spd. Stock	All American Racers	
Mike McGowan	Kaw 903cc 4 cyl.	49.130
5 spd. Faired-stock	College Kawasaki	
Ron DeSoto	Kaw 903cc 4 cyl.	58.448
5 spd. Faired-stock		
w/pass. Pauline DeSoto	Beach Cycle	
Jack Macon	H-D 900cc 2 cyl.	52.154
4 spd. Faired-stock		
w/pass. Frances Macon	Road Cruisers M/C	
Eric Berner	Hon 750cc 4 cyl.	63.364
5 spd. Faired-stock	Calif. Sightseers	
Bill Sanford	Hon 750cc 4 cyl.	42.375
5 spd. Stock	Lockhart Industries	
Chuck Holenda	H-D 1200cc 2 cyl.	46.122
4 spd. Stock	H-D of El Cajon	
James P. Plunkett	H-D 1200cc 2 cyl.	36.452
4 spd. Stock w/		
pass. Susan Plunkett	Poway M/C	
PUBLIC OVERALL TOP TEN		
Richard Hartje	Hon P-50cc	171.667
Stock	San Diego M/C Salvage	
Joel Braby	Hon 100cc 5 spd.	147.143
Stock		
William Tucker	Kaw 100cc 5 spd.	147.143
Stock		
Jean Pierce	Hon 90cc 4 spd.	134.348
Stock		
John Gelles	BMW R-27 250cc 4 spd	127.000
Stock	Road Cruisers	
Larry Litwin	BMW R-27 250cc 4 spd.	110.000
Faired-stock		
Elizabeth Bifano	Kaw 100cc 5 spd.	103.000
Stock		
Gary Turner	Hon 750cc 4 spd.	99.677
Stock		
Donal Bell	Hon 90cc 3 spd.	85.833
Stock	Mini-Angels	
George Hays	Moto-Guzzi 500cc 1cy.	83.704
Stock 4 spd.		
	Average MPG	121.852
PUBLIC — 1st IN CLASS		
Richard Hartje	Hon P50 50cc	171.667
1 spd. Auto. Stock	S.D. M/C Salvage	
Gary Turner	Hon XL-7- 72cc	99.677
4 spd. Stock	Mini-Angels	
Donal Bell	Hon ST90 89cc	85.833
3 spd. Stock	Mini-Angels	
Jean Pierce	Hon CT90 89cc	134.348
4 spd.Stock	Mini-Angels	
Joel Braby	Hon 100cc	147.143
5 spd. Stock		
William Tucker	Kaw 100cc	147.143
5 spd. Stock		
Elizabeth Bifano	Kaw 100cc	103.000
10 spd. Stock		
Gerry Reber	Suz 125cc	65.745
5 spd. Stock		
John Gelles	BMW R-27 250cc 1 cyl.	127.000
4 spd. Stock	Road Cruisers	
Larry Litwin	BMW R-27 250cc 1 cyl.	119.000
4 spd. Faired		
Bruce Hargraves	Yam 250cc 2 cyl.	71.887
5 spd. Stock	Navy	
Nick Walters	Hon 250 1 cyl.	60.536
5 spd. Stock		
Larry Pitts	Hon 360 2 cyl.	77.931
5 spd, Stock	Navy	
Lance Wetteland	Yam 350 2 cyl.	64.571
6 spd. Stock		
Marjorie Cole	Yam 350 2 cyl.	57.949
6 spd. Cafe Racer		
Jimmy Gist	Hon 350 2 cy.	54.240
5 spd. Stock		
w/pass. Tammy Iglehart		
Edward Doyle	Hon 360 2 cyl.	48.777
6 spd. Stock		
George Hays	Moto-Guzzi 500cc 1 cyl.	83.704
4 spd. Stock		
William Gain	Hon 450cc 2 cyl.	55.574
5 spd. Stock	Navy	
Milo Henderson	500cc 2 cyo. Sunbeam	42.642
4 spd. Stock-classic	Wheelers M/C	
Carl Cloud	Hon 500 4 cyl.	52.240
5 spd. Faired-stock	Don Diego 4's	
Harold Owens	Suz 550 3 cyl.	57.949
5 spd. Faired-stock		
w/pass. Ray Owens		
Linda Owens	Suz 550 3 cyl.	61.636
5 spd. Faired-stock		
w/pass. Darrow Owens		
Richard Bollinger	BSA 510cc 1 cyl.	57.458
4 spd. Stock		
Michael Smith	BMW 600cc 2 cyl.	45.200
4 spd. Stock		
Herbert Halstead	Yam 650cc 2 cyl.	48.429
5 spd. Stock		
Sherry Ostenso	Tri. 650cc 2 cyo.	41.852
4 spd. Cafe-Racer		
John Myrick	BMW 600cc 2 cyo.	41.852
4 spd. Faired-stock		
Gene Freeman	Tri 750cc 3 cyl.	62.202
4 spd. Cafe-Racer		
Guy McElroy	BMW 750cc 2 cyl.	50.222
4 spd. Faired-stock		
J. C. Broadhead	Kaw 750cc 3 cyl.	55.574
5 spd. Faired-stock	Road Cruisers	
Rick Moore	Hon 750cc 4 cyl.	55.574
5 spd. Faired-stock		
Bill Hartnell	BMW 750cc 2 cyl. 1973	49.130
Rosie Hartnell	BMW 750cc 2 cyo. 1973	43.185
4 spd. Faired-stock	Poway M/C	
John Herick	BMW 750cc 2 cyo. 1971	41.595
Isabell Herick	BMW 750cc 2 cyl. 1971	45.503
4 spd. Faired-stock		
L.E. Melroy	Hon 750cc 4 cyl. 1972	44.901
5 spd. Faired-stock		
T. G. Farrell	Hon-Davidson 750cc 4 cyl.	40.599
5 spd. Experimental		
Chet Thurston	BMW 900cc 2 cyl.	56.500
5 spd. Stock	BMW Club of San Diego	
R.E. Neithammer	H-D Sportster 883cc 2 cyl.	48.777
4 spd. Stock	Paladins	
Eugene Gothberg	Kaw 903cc 4 cyl.	44.605
5 spd. Faired-stock		
w/pass. Carol Gothberg	Road Cruisers	
Howard Lindsay	Kaw 903cc 4 cyo.	43.462
5 spd. Stock		
Joe Rainbolt	H-D 900cc 2 cyl.	32.596
4 spd. Chopper w/pass.		
Richard Yeske	H-D 1200cc 2 cyl.	53.810
4 spd. Stock		
Bill Drury	H-D 1200cc 2 cyl. 1973	51.756
4 spd. Faired-stock		
w/pass. Milly Drury	Road Cruisers	
James T. Myers	H-D 1200cc 2 cyl.	43.462
4 spd. Faired-stock		
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4 spd. Faired-stock		
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4 spd. Stock w/pass.		
Grace Paine	Road Cruisers	
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4 spd. Stock w/trailer		
& pass. Elizabeth Shaffer	Paladins M/C	
Alan Cutsinger	H-D 1200cc 2 cyl 1973	38.100
4 spd. Faired-stcok	Paladins M/C	
Grover Jackson	H-D 1200cc 2 cyld.	36.034
4 spd. Stock W/pass		
Katie Jackson	Paladins M/C	
Dale Schleicher	H-D 1200cc 2 cyl. 1971	34.948
4 spd. Faired-stock		
w/pass. Nancy Schleicher		
Chuck Sanford	H-D 1200cc 2 cyl. 1970	33.900
4 spd. Stock w/pass		
Rachel Sanford		
John & Bonnie Burnside	H-D 120cc	

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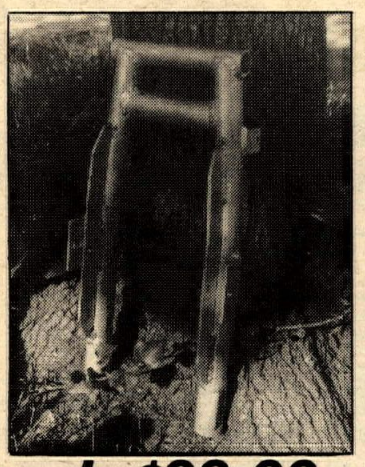

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RESULTS

Motocross
Washougal MX Pk.
Washougal, Wash.
Apr. 14, 1974
by Jan Newman

MINI	
Duane Marker	Hon
George Paynter	Hon
Jim Anderson	Yam
100 JR	
Chris Helgason	Yam
Jon Gladman	Yam
Randy Binder	Yam
100 INT	
Troy Folch	Yam
OLD TIMERS	
Ron Brown	Yam
Kern Gibson	Yam
Ray Defir	BSA
125 JR A	
Brian Hall	Hon
Jerry Everson	—
Marion Proffitt	Hon
125 JR B	
Rick Hollister	Hon
Chad Southard	Yam
Ron Favello	Suz
125 JR C	
Jim Richardson	Hon
Kevin Liptak	Hon
Brad Wakefield	Hon
125 INT	
Kevin Jansen	Hon
Jeff Morrow	Hon
Ron Sun	Hon
125 INT	
Clay Azar	Yam
Rick Ferris	Yam
Bill Williams	Yam
125 PRO	
Mike Kinnear	Hus
Butch Waymire	Suz
Kirk Williams	Hon
250 JR A	
Gary Sellards	Mai
Dan Walker	Hon
Jim Gladish	Hon
250 JR B	
Vince Figone	Hon
Gary Fisher	Hon
Edward Koch	Yam
250 INT	
John Camp	Mai
Curtis Coila	Bul
Greg Worley	Yam
250 PRO	
Rick Burgett	Bul
Chuck Sun	Hus
Mike Kinnear	Hus
OPEN JR	
Bob Rohrick	Suz
Fred Wright	Mai
Steve Newman	CZ
OPEN INT	
Mike Hickman	Yam
Steve Johnson	Mai
Bill Smith	Mai
OPEN PRO	
Rick Burgett	Bul
Bill Cook	Mai
Rocky Hardland	Mai

D-37
1973-74 Enduro
Standings
by Larry Langley

1. Steve Bell	359
2. David Evans	284
3. R. B. Knapp	272
4. Carl Price	260
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40. Richard R. Chase	90
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46. Lindsey Pickens	80
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48. Terry McIntyre	76
49. Dan McKinney	76
50. Al Wilsey	75
51. Thomas Barnes	75
52. John Townsend	75
53. W.E. Burton	70
54. Eddie Day	70
55. Fred Kuhn	70
56. Al Covington	67
57. Richard Hughes	67
58. Harry Keast	66
59. W.T. Fletcher	65
60. Bill Ocheltree	65
61. William Egge	65
62. Richard Ruffell	62
63. Paul Flanders	60
64. Joe Franklin	60
65. W.N. Wiechmann	60
66. Lark Wright	60
67. Ron Wells	60
68. Roy Elkins	60
69. Harold Holsted	55
70. Ken. Lewis, Jr.	55
71. Lyle Taylor	55
72. Gerald Schmidt	51
73. Ed Wright	51
74. M.D. Gross	50
75. Richard Robinson	50
76. William Tyner	50
77. Leon R. Duhamel	45
78. Bob West	45
79. Ron Weddle	44
80. Bill Greene	44
81. Gary Nalley	42
82. Tony Ankersen	41
83. Glenn Anderson	40
84. Gordon Dickson	40
85. Art Wetterer	40
86.Dick Harris	39
87. Neil Holt	36
88. David Gordon	35
89. Wayne King	35
90. Lee Ladd	35
91. George Clark	35
92. Joseph Shepard	35
93. Roger Flaming	35
94. Craig Bare	33
95. Bert Bland	33
96. Gene Burcham	31
97. Steve Freeland	30
98. David Garrison	30
99. Gerry Hoffer	30
100. Dave Holeman	30

Flat Track
Corona Rcwy.
Corona, Calif.
Apr. 11, 1974

PEE WEE	
Bobby Root	Hon
Shan Shamblin	Hon
Jim Flanagan	Hon
MINI COMB	
Jim Privett	Hon
Ray Lovell	Hon
Tommy Norris	Ind
100 NOV	
Paul McPherson	Yam
Spike Frownfetter	Kaw
Lars Liljeblad	Kaw
100-125 AM/EX	
Mike Tidwell	YZ
Eddie Lawson	YZ
Tim Dowd	Kaw
125 NOV	
Gordie Kidd	Yam
Kelly Milligan	Hon
Rob Erwin	Yam
250 NOV	
Kelly Morriston	Bul
Gary Smith	Yam
Mike Fritz	Yam
250 AM	
Vern Maxwell	Bul
Terry Statum	Yam
Robert Spicer	Yam
250 EX	
Hal Cheetwood	Bul
Rich Warren	Bul
John Calicchio	Bul
OPEN COMB	
Dick Lewis	Tri
Jim Wright	Bul
Dan McWhorter	Mon

Half-Mile
Corona Rcwy.
Corona, Calif.
Apr. 11, 1974

100 NOV	
Paul McPherson	Yam
David Waples	Kaw
Jon Waples	Kaw
125 NOV	
Gordie Kidd	Yam
Kelly Milligan	Hon
Stan Kinsey	Yam
100-125 AM/EX	
Mike Tidwell	YZ
Eddie Lawson	YZ
Robert Goodwin	—
250 NOV	
Larry Hanson	Bul
Gary Smith	Yam
Jeff Middleton	Yam
250 AM	
Bruce Reynolds	Bul
Vern Maxwell	Bul
Robert Spicer	Yam
250 EX	
Robert Murray	Yam
Al Glover	Yam
Mark Matzinger	Yam
OPEN NOV	
Jon Clark	Yam
Michael Jones	Hon
Ben DelCampo	Yam
350-500 AM/EX	
Jeff Cesmat	Hon
Jim Wright	Bul
Terry Griner	Yam
OPEN EX	
Nick Voge	Yam
Dick Lewis	Tri
Doug Douglas	Nor

TT Scrambles
Corona Rcwy.
Corona, Calif
Apr. 14, 1974

100-125 NOV	
Mark Williams	Hon
Jon Waples	Kaw
David Waples	Kaw
100-125 AM/EX	
Ricky Naymola	YZ
Mike Tidwell	YZ
Eddie Lawson	YZ
250 NOV	
Derril Ferreira	Yam
Gary Feener	Oss
Greg Zehner	Yam
250 AM/EX	
Steve Fortune	Yam
Bill Carpenter	Yam
John Calicchio	Bul
OPEN COMB	
Jeff Moore (Nov)	
Eric Olesen (Am)	
Jim Wright (Ex)	

Owyhee MC
Flat Track
Boise, Idaho
Apr. 19, 1974
by Marty Gregory

MINI EX
Jerry Wright
Danny W. Atkinson
Tim McWhorter
MINI EX B
Jerry Pillar
Butch Richardson
Tm Gallegos
100 EX A MAIN
Chet Davis
Jonathan M. Gladman
100 EX B
David Mazour
Danny Atkinson
Ken. W. Celroie
125 BEG A
Kenny Gallegos
Stan Williams
Rick Wylder
125 EX A
Lawrence Harvey
Mike Williams
Ron Dillon
125 EX B
Steve Holer
Marty A Luppino
Jeff Celorie
250 BEG A
Stan Williams
Larry Buffington
Gary Davis
250 EX A
Dan McWhorter
Larry Meredith
Mark Tennyson
OPEN EX
Rick Water
Mike McClain
Mark Jagger
MINI BEG A
Joe Wright
Curt Harpham
Troy Gaskill
250 EX B
M. Neilson
Bill Morrison
Terry L. Weigand

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Flat Track
Corona Rcwy.
Corona, Calif.
Apr. 14, 1974

MINI PEE WEE	
Bobby Root	Hon
Jim Flanagan	Hon
Wendy Flanagan	Hon
MINI STOCK & MOD	
David Detemple	Hon
Jerry Jones	Hon
Ray Lovell	Hon
100-125 COMB	
Mike Tidwell	YZ
Ricky Naymola	YZ
Eddie Lawson	YZ
250 NOV	
Robert Spicer	Yam
Kelly Morriston	Bul
Steve Partridge	Bul
250 AM/EX	
Hal Cheetwood	Bul
Mike Tidwell	YZ
Chas Soderstrom	—
OPEN AM/EX	
Chas Soderstrom	Tri
Vern Maxwell	Bul
Jim Wright	—

CMC MX
Irwindale Rcwy.
Irwindale, Calif.
Apr. 19, 1974
by Buzz Baty

MINI DIV I	
Dave Meloy	Hon
Jerry Cooper	Hon
Vance Luevano	Hon
MINI DIV II	
Scott Bell	Hon
Frank Souto	Hon
Sue Fish	Hon
MINI EX	
Vince Van Hook	Hon
Ron Utaski	Hon
Bobby Jones	Hon
100 JR DIV I	
Jeff Wiedeman	Yam
Bob Anderson	Hod
Frank Inman	Hod
100 JR DIV II	
Gary Bowden	Yam
Steve Schilling	Yam
Noel Leos	Suz
125 JR DIV I	
Mike McGonigal	Pen
Steve Cross	Hon
Mike Swann	Hon
125 JR DIV II	
Mike Sepulveda	Hon
Tony DeLa Sota	Yam
Jay Rivera	Hon
125 JR DIV III	
Jim Carlson	Hon
Dan Atencio	Hon
Mike Carter	Pen
125 INT	
Tag Turner	Hon
Gary Denton	Hon
Robert Marino	Hon
125 PRO	
Mike Bell	Hon
Bryan Dodge	Hon
Cliff Lett	Hon
250 JR DIV I	
Tom Cox	CZ
Don Wood	Hon
Craig DePalma	Hon
250 JR DIV II	
George Snyder	Suz
Jerry Natelborg	Bul
George Crezee	Yam
250 INT	
Jeff Sloan	Yam
Mike Follmer	Mai
Jon Miller	CZ
250 PRO	
Chuck Lunde	Mon
David Pessy	Oss
Don Bongiorno	Hon
500 JR	
Trent McGee	CZ
Byron Hendricks	Mai
Ed Miller	Hus
500 INT	
Rick Carrisosa	Mai
Kevin Dick	Mai
Calvin Weber	CZ
500 PRO	
Luke Messer	Mai
Bill Rubly	CZ
Tim Lunde	Mai

CMC MX
Saddleback Park
Irvine, Calif.
Apr. 21, 1974
by Buzz Baty

MINI	
Todd Peterson	Hon
Steve Moore	Hon
Terry Woolwine	Hon
100 JR	
Gary Tamietti	Pen
Rudy Sayers	Hon
Gary Bartlitt	Hon
125 JR DIV I	
Kipp Kommerstad	Hon
Jim Carlson	Hon
Mike McGonigal	Pen
125 JR DIV II	
Greg Gannon	Hon
Dan Buie	Hon
Dan Green	Hon
125 JR DIV III	
Mark Harrington	Hon
Arden Hadley	Hon
Larry Ripley	Hon
125 INT	
Kevin Crawford	Pen
John Fry	Hon
John Estes	Hon
125 PRO	
Mark Tyer	Hon
Rick Sheren	Hon
David Williams	Pen
250 JR DIV I	
Scott Cavness	Bul
George Varner	CZ
Ken Merkimer	Bul
250 JR DIV II	
Greg Wulff	CZ
Jeff Dorsett	Yam
Mark Blavet	Yam
250 JR DIV III	
Corey Rudolph	Yam
Mike Gibbons	Bul
Rick Watson	Mai
250 INT	
Tom Burgess	Yam
Charles Richardson	Hon
Art Grajeda	Yam
250 PRO	
Bob Messer	Mon
Chuck Lunde	Mon
Ray Topham	Mai
500 JR	
Mark Storr	CZ
Steve Fry	Hus
Rick Sanford	CZ
500 INT	
Hank Jones	Yam
Larry Cheener	Yam
Mike Tucker	Mai
500 PRO	
Wayne Boyer	CZ
Mike Yorba	Mai
Tim Lunde	Mon

CRC MX
Carlsbad, Calif.
Apr. 21, 1974

MINI 60	
Renee Baker	Yam
MINI 80 BEG	
Kirk Williams	Hon
MINI 80 NOV	
Gregg Young	Hon
Vince Ragsdale	Hon
MINI 80 ADV	
Keith Baker	Hon
OLDTIMERS CLUB	
NOV	
Bill Troop	CZ
Jim Jones	Mai
John Webb	Gre
OLD TIMERS CLUB	
AM	
Glen Willis	Yam
Wendell Park	Hon
Lee Haase	Mai
OLD TIMERS CLUB	
EX	
Cal Sukut	Yam
Chas Strauss	—
OLD TIMERS CLUB	
MASTER	
J.L. Siebrandt	Gre
POWDER PUFF	
Pat Jones	Yam
250 BEG	
Tuck Porter	Hon
Scott Edson	Hus
Ron Spugeon	CZ
VETS	
Marvin Olson	Mai
OPEN BEG	
Bill Whitman	Hus
Bill Withers	Bul
OPEN NOV	
Mike Burkhardt	Mai
Glenn Thompson	Bul
250 NOV	
Larry Spurgeon	CZ
Bob Totten	CZ
Michael Senczyszyn	CZ
Paul Beck	Yam
125 INT	
Terry Turner	Hon
250 INT	
Nick Simmons	Mai
Ron Preston	Hon
125 EX	
Ron Haase	Hon
OPEN EX	
Mark Sigmor	Suz
125 NOV	
Bruce Slingerland	Hon
Charles Currie	Hon
Greg Wilson	Hon
125 NOV -16	
Rod Quinto	Hon
Chris Haas	Hon
125 BEG -16	
Mike Sole	Yam
Greg Draskovich	YZ
125 BEG	
Michael Thayer	Yam
Sam Vestre	Hon
100 BEG	
John Keith III	Yam
Dan Kunnen	Yam
100 NOV	
Wes O'Brien	Hod

Plonkers ATA Trial
Rawhide Park
Elsinore, Calif.
Apr. 21, 1974

EX	
Bernie Schreiber	Bul
Martin Belair	Mon
Mike Griffitts	Mon
George Smith III	Hon
Bob Nickelsen	Hon
AM	
Anthony Dilabio	Bul
Richard Dilabio	Yam
Greg Lersch	Bul
Phil Smith	Mon
Jeff Fish	Bul
NOV	
Robert Zoellner	Bul
Dennis Gilmore	Bul
Joe Ige	Sar
Robert Webb	—
Brad Standlund	Bul
John Collins	—
Mark Buchy	—
Vince Vawter	Bul
Tim Dailey	—
Craig Lyle	Cot
Paul Williams	—
KIDS	
Robin Tolleson	
Derrek Bernard	
Herb Krauch	
Donna Evans	

D-35 Double Points MX
Spillway Park
Santa Maria, Calif.
Apr. 21, 1974

MINI	
Bobby Perry	Hon
Fred Perry	Hon
Brett Cross	Hon
100 JR	
Steve Parker	Hon
Kenneth Wilson	Hod
125 JR A	
Robert VanDeVanter	Hon
Rocky Jones	Hon
David Pippins	Suz
Mike Allison	Hon
Gene Manhire	Hon
125 JR B	
Tom Niggli	Hon
Greg Stewart	Hon
Steve Brand	Hon
Daryl Dodd	Suz
Pat Ularte	Suz
125 INT	
Gret Reck	Hon
Mark Gambetta	Bul
Pat Barnett	Hon
125 EX	
Stan Clay	Hon
250 JR	
Ken Price	Yam
Al Jaenicke	Yam
Melvin Harris	Hus
Steve Plaisance	Hon
250 INT	
Bob Guglielmelli	Bul
Roy Schrader	Pen
Dennis Brand	CZ
250 EX	
Tom Bass	Suz
Joe Cushaway	Yam
OPEN JR	
Jim Leach	CZ
Bob Phebus	CZ
OPEN INT	
Jeff Mullins	Mai
Ray Marshall	Suz
OPEN EX	
Tony Borba	Mai

ACA Road Race
Riverside Rcwy.
Riverside, Calif.
Apr. 21, 1974
by Jim Lester

100 JR GP	
Leif Juliussen	Kaw
Flem Juliussen	Kaw
125 JR GP	
Shimpei Yamahaki	Yam
Phillipe DeLespinay	Yam
William Jones	Yam
175 JR GP	
Larry Lim	Kaw
250 JR GP	
Wally Karpynec	Yam
Harry Klinzman	Yam
Mike Baeder	Yam
350 JR GP	
Harry Klinzman	Yam
500 JR GP	
Kevin Burke	Kaw
OPEN JR GP	
Mike Parriott	Kaw
David Breetwor	Tri
Bruce Talbot	BMW
50 SR GP	
Doug Stanton	Ita
100 SR GP	
David Emde	Hon
175 SR GP	
Dick Carlson	Kaw
250 SR GP	
Pat Evans	Yam
Marty Lunde	Yam
Kent Rockwell	Yam
350 SR GP	
Richard Seifried	Yam
Jim Deehan	Yam
Dennis Spors	Yam
OPEN SR GP	
Steve McLaughlin	Yam
Hurley Wilvert	Kaw
Don Vesco	Yam
125 PRO	
Allen Kiehl	Yam
Bill Silver	Hon
Dennis Ruminer	Hon
175 PRO	
Larry Lim	Kaw
Duane Benedict	Yam
250 PRO	
Wally Karpynec	Suz
Willie Hardin	Suz
Glenn Billings	Yam
350 PRO	
Scott Clough	Yam
Darrell Lee	Yam
John Wilson	Yam
500 PRO	
Kevin Burke	Kaw
OPEN PRO	
Mike Parriott	Kaw
Dale Alexander	Kaw
Steve Mallonee	Kaw

Speedway
Bakersfield, Calif.
Apr. 17, 1974

HANDICAP MAIN	
Scott Sivadge	
Dubb Ferrell	
Steve Bast	
Troy McKee	
Mike Konle	
Bill Gray	
SCRATCH MAIN	
Mike Bast	
Sonny Nutter	
Mike Curoso	
Dubb Ferrell	
DIV TWO	
Bruce Penhall	
Brian Short	
Russ Smith	

Speedway
Irwindale, Calif.
Apr. 18, 1974

HANDICAP MAIN	
Bill Cody	
Phill Moon	
Dubb Ferrell	
Nelson Fonte	
Bill Gray	
SCRATCH MAIN	
Mike Bast	
Bill Cody	
Mike Curoso	
Dubb Ferrell	
DIV TWO	
Warren Goodwine	
Russ Duronslet	
Tim Parisi	

Speedway
Costa Mesa, Calif.
Apr. 19, 1974

HANDICAP MAIN	
Bruce Penhall	
Brake Cherry	
Jeff Sexton	
Larry Shaw	
Dan Becker	
Bill Gray	
SCRATCH MAIN	
Bill Cody	
Mike Bast	
Mike Curoso	
Sonny Nutter	
FEATURE	
MATCH RACE	
Bill Cody over Mike Bast	

R.A.C.E. MX
Corona Rcwy.
Corona, Calif.

MINICYCLE	
Mike Taylor	Yam
Mark Dunn	Hon
Tom Hernandez	Hon
SUPER MINI	
John Gless	Hon
Paul Ballow	Hon
Ernie Townsend	Hon
100 JR	
Dennis Sewell	Hod
Stirling Christiansen	Yam
Tom Schoney	Pen
125 BEG	
Frank Amaya	Yam
Larry Shadbolt	Hon
Erick Johnson	Suz
125 JR	
Vic Scarborough	Hon
Jeff Specht	Hon
Dave Messimer	Suz
125 INT	
Eddie Clark	Hon
Robert Fudge	Hon
Dave Sconyers	Hon
125 SR	
Dave Williams	Pen
Paul Minnis	Hon
Steve Bauer	Hon
250 BEG	
Dan Delehart	Hon
Phil Nelson	Suz
Thom Dloph	CZ
250 JR	
Stan Flanders	Mon
Bob Skocilich	Hus
Dan Bryson	YZ
250 SR	
Rex Staten	Hon
Dennis Hazlett	Yam
Jim Latnedresse	Hon
250/500 INT	
Regie Ragsdale	CZ
Darrel Brown	Mon
Mike Ballou	CZ
500 JR	
Jeff Moore	Suz
James Ryan	Suz
Russ Breitmaier	Yam

D-37 TT
Unofficial
Elsinore, Calif.
Apr. 21, 1974
by Rex Reese

MINI	
G. Faulkner	Suz
J. Murphy	Yam
R. Flores	Hon
100 NOV	
T. Ingolia	Yam
J. Beck	Kaw
P. McPherson	Yam
100 AM/EX	
R. Naymola	Yam
M. Minning	Kaw
D. Nicol	Kaw
125 AM/EX	
M. Tidwell	Yam
R. Naymola	Yam
E. Lawson	Yam
125 NOV	
E. Beason	Yam
S. Miller	Suz
G. Kidd	Yam
200 COMB	
J. Wright	Bul
R. Hoggard	Bul
R. Bird	Ind
250 NOV	
G. Wright	Yam
E. Beason	Yam
L. Hanson	Bul
250 AM	
D. Remp	Yam
B. Carpenter	Yam
K. Doyle	Yam
250 EX	
J. Wright	Bul
C. Soderstrom	Bul
J. Sprague	Bul
350 COMB	
J. Wright	Bul
J. Flores	Bul
R. Marquis	Hon
500 COMB	
M. Reichert	Yam
R. Marquis	Hon
B. Tolson	Mai
OPEN COMB	
P. Lambert	Yam
D. Junker	Yam
J. Sprague	Tri

ROUTE CHECK

San Diego to Van Nuys
Car pool to Burak Tuning School. Five consecutive Saturday beginning May 11. Class starts at 9 a.m. Please write, include your phone number to: Ted Ojarovsky, Box 391, Solana Beach, California 92075. (13/4x)

Lakewood To All District 37
desert races. Can take 3 riders and 3 bikes in super van. Split gas expense. Usually leave early and return early. I don't break down. Greg (213) 866-8604. (11/4x)

Santa Monica to Desert
Race DRA and some Moto-X — my truck or your's. Share expenses. From Santa Monica, Venice or Culver City area. Call Bill after 5 p.m. (213) 397-0934. (12/3x)

Going to Trans-AMA Motocross
No. Hollywood to Livermore on 5-5-74 and Santa Maria on 4-14-74. Phoenix on 3-24-74. I have a van & can hold 2 other bikes. Split gas 3 ways. Call Michael at (213) 769-7753 or (213) 769-7760. (11/4x)

Canoga Park to Perris Rcwy.
I need a ride to the Dirt Digger's "Dinosaur Run" on May 5. Will split gas. Van, truck, or trailer is fine with me and my BSA Thumper. Dave (213) 348-9679. (14/4x)

Seal Beach — North Long Beach
Nothing beats bench racing in the dark — especially on the way to work. About 8-4 on school days. Betcha' I've crashed and burnt more on my Elsinore than you have. (213) 598-5686 Chuck. (10/3x)

Long Beach to Los Angeles
Mon. thru Friday. Leave my place at 7 a.m., go back around San Diego & 405 fwys. to Santa Monica & Harbor fwys. LA Trade-Tech College. Kevin (213) 431-6996. (11/2x)

S.F. Valley to Enduros
I have a super van, a 250 Husky, and I ride lots of enduors. I'm looking for people to share a riding number, a ride, or gas. I ride an occasional G.P. and desert race too . . . for fun. John (213) 880-5011. (11/2x)

From Orange County Area
Have room for 1 bike and rider, from the Orange County area, to the Mojave twice a month. Desert race and/or cow-trail. Leave Friday or Saturday and return Sunday evening. Split expenses. Female preferred but not mandatory. Ha. Call Bill (714) 559-3968 days. (11/2x)

S.F. Valley to Desert (On Any Sunday)
I race desert; all DRA, most D-37 events. Need 1 or 2 gas partners. Own late air cond. 4WD pickup. Share gas or alternate rides. I prepare my bike and don't crash; you won't spend Sunday afternoons towing me in or hauling me out. (213) 360-6108. (11/2x)

Cypress to Saddleback or ?
I ride a 250 Suzuki and have a truck. On Sunday I'm game for any place to ride. Just give me a call at: (714) 828-1288, Jerrel. (11/2x)

Sylmar to Torrance
Monday-Friday. Leave Sylmar 6:15 a.m. arrive Torrance 7:15 a.m. Leave Torrance 4:00 p.m., arrive Sylmar 5:00 p.m. Cheri (213) 367-1722. (11/2x)

Glendale to Local MX Races
Super Rat rider needs ride to Indian Dunes, Saddleback, Orange County, etc. . . . every Sunday. You name it. Dave (213) 244-0278. (12/2x)

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Route Check Blank

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Peru, Gary Bailey and Motocross

Peru has pit tootsies, too.

Bailey lectures his Peruvian class.

Richard Elias learns jumping technique while crouching Professor Bailey checks his student's style.

Dirt Bike publisher fixes CZ shocks.

By Chuck Clayton

LIMA, PERU

Horns and whistles in the street. Forty-three Soles to the Dollar. A desert that comes to the sea. Honda Elsinores and Huskys and

Gary Bailey teaching twenty rich Peruvian kids how to motocross.

It is spring in the U.S. and fall in Peru. The first Gary Bailey Motocross School in Latin America was arranged by Robert Booth, a multi-lingual Braniff Airlines Vice President who lives in Lima and commutes to work in Dallas, Texas. Bobby, as wife Marta calls him, is the MX connection in Peru. He brought Wyman Priddy to the Motocross of the Americas last year and imports Bultacos on the side.

Peru is not a poor country, but motocross is still a rich man's sport there, like polo. The MX course at Manchay, in the Lima suburbs, is spectacular. Especially the long, steep downhill.

Bailey leads the Peruvians around their course, showing the quickest, safest, fastest lines and how to ride them. He lectures in English, which most understand, and demonstrates his points on a Bultaco 250. Bailey's gestures are clear, *claro*, perfectly.

The Latins learn rapidly. How to start. How to brake. How to nail a berm and blend it all into a smooth, sudden lap. Everybody wants to know about the Downhill, which Bailey saves for last.

Finally, with the sun settling into the Pacific ocean, Gary leads his students to the mountaintop and, before their astonished eyes, lightly wheelies halfway down, stops, gasses it the rest of the way, turns around and drives the Bul back up with the front wheel lofted and cocked in the air. Shouts of *"Ole!"*

Before, the locals had all coasted down the bumpy hill, throttle off, rear brake nearly locked, fighting tank slappers and wheel hop. They were leery of the front brake, and afraid of the hill.

Bailey marks the brake point, *"both* brakes always," and runs the class through the section single file. The riders practice in the gathering dark, discovering the front brake, reveling in the technique that teaches them control over gravity. Even the ancient Incas knew about the wheel, but in mountainous Peru it was useless except on children's toys, for they had not discovered the brake.

The night waves lapped the beach of the Braniff Hotel Santa Maria outside Lima where motocross movies unreeled to the breaker swish, blown in on salt breezes. Showered and fresh, Professor Bailey answers the questions of the Peruvian motocrossers on team strategy. Robert Booth translates for those whose English is rusty. But Gary's favorite gesture, right fist extended and twisted back, needs no translation. It becomes the official greeting of Motocross Clan Braniff: "Gassit!"

In the morning, Gary heads a follow-the-leader trail ride over the vast desert wasteland behind the beach. I think that even the Peruvian Sierra Club, if there were such a thing, would agree with my calling their desert "wasteland." Nothing grows there, but it is paradise to a dirt rider as the briar patch was to Brer Rabbit.

Following Gary and his class on a merry, 50-mile chase around the distant mountains soon leaves me panting in the sun. I turn back after 20 miles and order a cold beer beside the hotel pool, where I am soon joined by Rick Sieman of *Dirt Bike* magazine and his actress wife, Marylin and my wife, Sharon, the Publisher of *Cycle News*.

Towards noon the rest of the pack dwindles in, bearing new legends of two-wheel deeds in the desert. How Gary topped the mountain previously considered unclimbable and then ordered son David up the same hill on his 125 and how David made it and the place would henceforward be called David Bailey Mountain.

Back at Manchay again, Second Grade started where they left off, on top of the long motocross Downhill. The class was confident now, but they were still fighting the handlebars over the bumps. How to smooth out the Downhill? Gary again twisted his fist in the familiar gesture. "Gassit!" echoed the Peruvians, and they did. And it worked just like Professor Bailey promised it would. The drive wheel bit in and lightened the steering wheel and the students glided to the brake point just like their teacher, lopping maybe a couple of seconds off their times. They were tremendously pleased with their new expertise.

Nothing would do now but to race a moto, putting together all they had learned in the thrill of real competition.

But first, Gary ran each student through timed laps, to check their progress against the implacable clock. Gary made a blazing lap in one minute, 46 seconds. Guy Booth (Bul) turned next fastest at 1:49 followed by Miguel Seminario (Mon) in 1:52, after "Super Hunky" Sieman spent a morning setting up the bike properly. Every student shaved two to five seconds off his best time. All but four were under two minutes and two of these were on 125s.

Braniff is planning to package a Bailey School Peruvian Vacation scheduled for the dead of winter in the U.S., when it's summertime down there on the other side of the equator. As one who has just returned from the ten-day field test of the Braniff Clan plan, I recommend it. Take a choo-choo to Maccu Piccu in the Andes while you're at it and marvel at the sacred city of the Incas, the chief wonder of the western hemisphere.

Interested readers may write to Robert C. Booth, c/o Braniff International, Box 35001, Dallas, Texas 75235 for information. ●

R.A.C.E. MX

By Tom Blattler

CORONA, CAL., APR. 11

The "Captain Marvel" of the Corona Raceway motocross course, Mark Tyer, was back at it again in the 125's, as Mark took the Overall class honors over a very determined Dave Williams.

Tyer, this time showing up with a Honda instead of his usual Penton, had a rough start in the opening moto as Williams (Pen), captured the moto with Honda-mounted Steve Bauer running second and Tyer third.

In the second moto, the usual Tyer brilliance came forth and blew his competitors into the weeds. Williams ran second followed by Bauer and Lennie Garter on a Honda. Moto number three again saw Tyer take off and leave the field to take the win and the Overall class honors.

Going into the final 250 Senior moto, Brad Lynch (Mai) and Bruce Baron (Yam) were tied in Overall points. Once again, the Corona Raceway experience of Lynch was enough to hold off the newcomer Baron, and the Maico rider captured his second 250cc Senior class. Baron finished second Overall with Tamietti placing third.

A whole swarm of 125cc Junior riders were on hand to try their luck. Eighteen riders took the green flag in the opening moto. There were six different makes of motorcycles involved in the 125 Juniors. After all the dust had cleared, Mike Luna had ridden his Yamaha MX to finishes of second, first, and second in the wild and exciting division to grab the first place trophy. Suzuki-mounted Rick Rogers rode to the number two position.

In the 250cc Juniors, Bob Skocilich, after trying for some two months, finally got himself a class victory aboard his Husqvarna. •

Snake River trials

By Sally Carpenter

TWIN FALLS, IDA., APR. 7

The BLM boys got news of the trials location during the week and promised to be there to write us all up if we numbered 25 or more. They were foxed 'cause a real nice farmer – John Boyce – let us use his land adjacent to the BLM land.

The terrain was new and the club members had a ball with all the neat things to ride over. John Bush of Pocatello was riding his second trials on an old 125 non-trials type Yamaha, and after 16 sections he had one mark. He asked the officials if he could move up a class. John took second in the Novice class.

Expert Section 11 was the one that separated the men from the bikes. It started up a hill covered with softball sized rocks, made a 90 degree left about 50 feet up, traversed over about 30 feet then an off-camber downhill turn and out the exit at the bottom. There were no cleans on it.

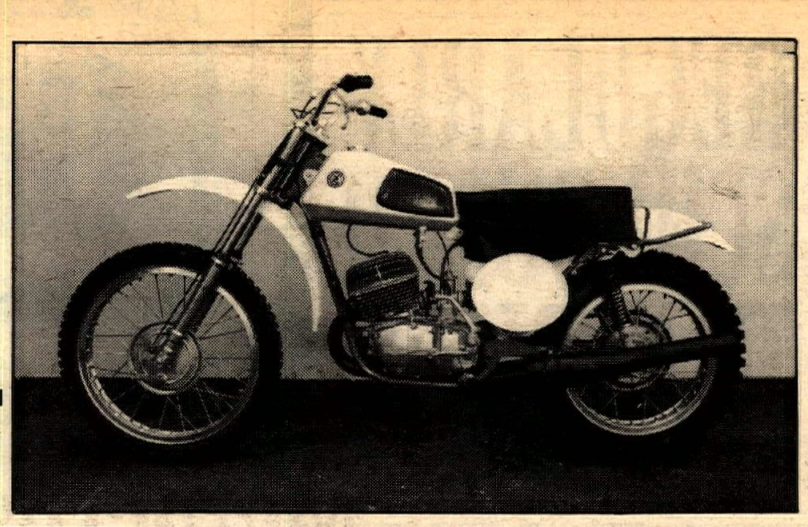
Section 12 was the crowd pleaser. Located in a dry wash, it had 6 rock ledges and all of them located in the right places to make it a super tough but rideable section.

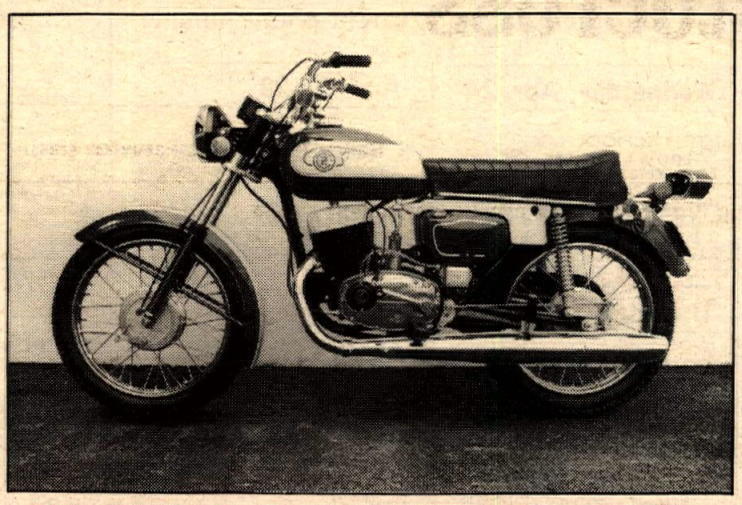
Trials riding in Southern Idaho is just coming into its own and the competition is getting rougher at every trials. In 1969 there was one trials bike. Now there are over 200 active riders. •

Results

Ex: 1. Chuck Carpenter (Mon); 2. Tom Huff (Bul); 3. Bill Baker (Mon).
Am: 1. Kevin Bryson (Bul); 2. Mike Baker (Bul); 3. Mike Dechevrieux (Cot).
Nov: 1. Jim Roads (Mon); 2. John Rush (Yam); 3. Riley Stocks (Hon).
Beg & Nov Trials: 1. Dean McNurlin (Suz); 2. Vaughn Jones (Suz); 3. Clark Everson (Hod).
Kids A: 1. Jerry Huddleson (Cot); 2. Lynn Thorpe (Hod); 3. Mark Libert (Hon).
Kids B: 1. Mike Smith (Mon); 2. Jeff Williams (Ste); 3. Rick McNurlin (Suz).

125
250
400
MX-DESERT





125
175
STREET

NEW FROM CZ IN '74

Step up and see CZ this year! You'll like what you see.

Some motorcycle manufacturers might offer new and more drastic changes every year, some just for the sake of change; but CZ offers features that function. If they want it to be stronger, lighter, and better . . . it's a serious business . . . because they also want to give the rider *more for his money!*

FOR THE COMPETITOR: You'll always see the name CZ in the win column — if it's in a backyard moto-x, in the Trans AMA series, in any one of the major desert races, or in the world moto-x championships. This year you can expect it in all three classes because there are some new features that only add to their winning ways.

NEW FRAME DESIGN: Maintains good ground clearance, but lowers the center of gravity to give added traction and response.

NEW SUSPENSION: More travel (8 inches) gives the rider, especially the desert racer, the most outstanding handling characteristics on those high speed cross country runs. And the new rear swinging arm with its oil dampened rear shocks (200 cc's oil in each leg) even makes the ride comfortable (if that's possible).

AND MUCH MORE: New cylinder and cylinder head, new carburetion, new exhaust silencer, new fuel tank, new plastic fenders.

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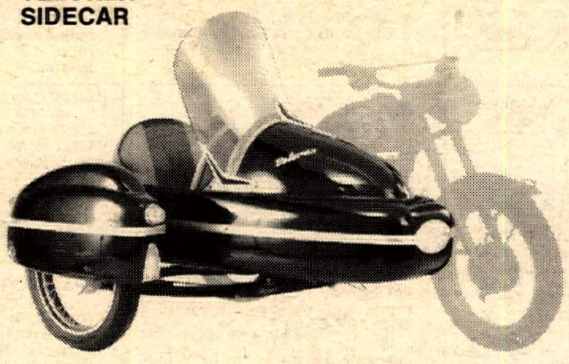
If you want more, and MORE FOR YOUR MONEY—See CZ in '74.

VELOREX SIDECAR



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REGULARLY SCHEDULED EVENTS

Attention Promoters

Place your listing for your regularly scheduled events here. Just send your copy (40 words max) and a check for five issues ($25.00) to Cycle News, P.O. Box 498, Long Beach, CA 90801. 213-427-7433 or 636-8844.

Every Saturday

Moreno Valley M.C., MX all classes, Gate $3., Race Entry $5. Sign in: 7:30 a.m., Race: 9. Min. 33% nice trophies. De Anza Cycle Park, 15 mi. east Riverside on US 60, Take Theodore off-ramp to Ironwood & follow signs. Info: 714-653-2633 or 714-735-1301.

Every Saturday Night

Elsinore Raceway TT Scrambles. Gates open 4 p.m., sign-up 5 to 7:30, practice 6:30, race 8. Admission $1.50, race $2. Camping Free. Sunday practice $1 per bike, silencers required. 714-826-2386.

Every Saturday

MX – Corona Rcwy. Natural terrain. Contingencies – 30% trophies, 100% payback Sr. Gates 9 a.m. prac. 10, race 11. Gates: $2, Entry: $3, Sr: $8., Non-member entry: $5. R.A.C.E. Membership: $5. (not req'd). Silencers required. Beg-Nov-Int-Sr-Mini-Oldtimer (32+). 18 yrs bring parent or notarized consent from parent. Corona Raceway, Fwy. 91 at Buchanan, Corona, CA. 714-689-1913, 735-1705 or 688-5484.

1st & 3rd Sundays

MX Lake Dolores, approx. 15 mi east of Barstow off Las Vegas Fwy, I-15, take Minneola off ramp. Limed. 8 a.m. sign-up, 10 race. 3rd Sunday 100% payback to pro riders. $10 entry. 33% Gold to Jr & Sr. $3.25 ride, $1.50 & .75 watch. Primitive camping, swimming & fishing. Info: 714-257-3315 or 714-252-2070.

Sunday MX

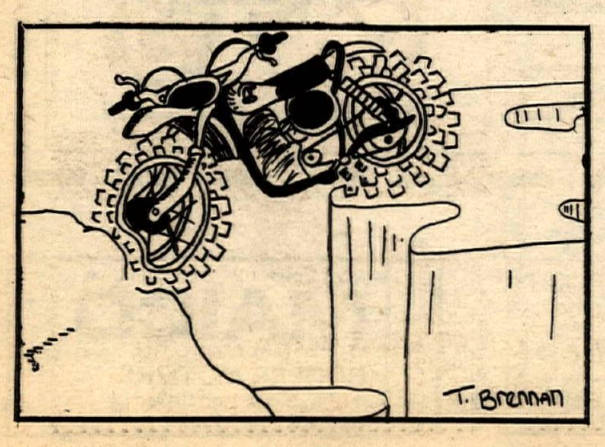
Valley Cycle Park, Moorpark. Motocross AME 1st & 3rd Sun: CRC 2nd Sun; NRA 4th Sun. All classes, prac. 8 a.m., race 9 a.m. Open 7 days. 470 acres open riding. Phone: 805-529-9546.

Every Sunday

Motocross – Rawhide Park. All classes. 100% payback to Experts. Gates open 7 a.m. Overnight camping. Between Perris and Elsinore on Hwy. 74, 2½ miles east of Hwy. 71. Open riding on 840 acres every day from dawn to dusk. (213) 963-7255.

Motocross Every Sunday

San Francisco Champion Raceway, AMA Motocross. Open 6:30 a.m. Race 9:00. Bonus Trophy payout. $5. pre-entry, $7. post entry. Saturday practice. In San Francisco, on Bayshore (101) Frwy., directly across from Candlestick Park. Info: (916) 351-0271. P.O. Box 13027, Sacramento, CA 95815.



CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsiblity of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

Wednesday, Apr. 24

HIGH SCHOOL MX
Indian Dunes, Hwy. 126, Valencia, CA. John F. Kennedy vs. Granada Hills. First moto 3 p.m. 805/259-8000 or 213/360-2361 or 213/368-3711.

Thursday, Apr. 25

NIGHT MX, HALF-MILE & SHORT TRACK
Corona Rcwy., off Hwy 91, Corona, CA. Open 5 p.m., sign 6, race 7:30. Sandak, 714/870-5220.

TT & FLAT TRACK
Trojan Spdwy., 5601 Southern Ave., Southgate, CA 90280. 100; 125; 175; 250. Sign 6-7:30 p.m. 213/861-4324 or 213/923-9132.

R.A.C.E. NIGHT MX
Corona Rcwy., Corona, CA. Hwy 91 to Pierce, Rt. to Magnolia, Rt. again to Buchanan, to track. Open 5:30 p.m., race 7:30. 714/735-1705.

CLASS A SPDWY.
Irwindale Rcwy., Irwindale, CA. Spectators $3/$2/$1 Adults/Juniors/Kids. Under 8 free. Program begins 8 p.m.

Friday, Apr. 26

D-36 SCRAMBLES
Vallejo Spdwy., Vallejo, CA. Class C traction, sil. rqd. 92db limit, meter on grounds. Minis, too. Sign 5 p.m., prac to 6:30. 707/644-0741.

AME NITE MX
Indian Dunes, Valencia, CA. International Course. First race 8 p.m. 805/259-8000.

CMC NIGHT MX
Irwindale Rcwy., Irwindale, CA. Entry $5 all classes. Jr., Int., Ex. & Pro. Pros race for guar. purse. Open 4:30 p.m. Signup closes 6:30, race 7:30. CMC lic. rqd. $3,000 sed. cov. 213/334-4949 or 714/557-3323.

AMA HALF-MILE
Ascot Silver Medal Series, 18300 S. Vermont, Gardena, CA. $2,000 purse ea. race, $500 pt. fund ea. race. Total for series $10,000 purse, $5,000 contingencies. See ad, clip coupon, save spectator $$$. Pits open 5 p.m., prac 6:30, race 8.

AMC NIGHT MX
Orange County International Raceway, Irvine, CA. Open 5 p.m., prac: 6-7, first race 7:30. Members $5, $10 Expert, non-members $2 extra. 100% payback. 714/532-3923

R.A.C.E. HIGH SCHOOL MX
Corona Rcwy., Corona, CA. No. Arlington, Poly, Norte Vista, La Sierra, Ramona High Schools. Mail entry $3, closes April 20. P.O. Box 388, Corona, CA 91720. Prac. 6:30 p.m., race 7:30. 714/688-5484.

D-36 NITE SHORT TRACK
Fremont Rcwy., Fremont, CA. All classes & minis. Sil. rqd. $3 ride or watch. Open 3:30 p.m., prac. 5, race 6:30. 415/327-4461.

NMA NITE MINI MX
Indian Dunes, Valencia, CA. Sign 6:30 p.m.

CLASS A SPDWY.
Orange County Fgds., Costa Mesa, CA. Open 6:30 p.m., race 8:15.

April 27-28

I.S.D.T. QUALIFIER
Barstow, CA. Approx. 400 mi., 200 mi./day. Exper. riders only, no novice desert or "C" enduro, please. Shamrocks M.C. 744 Doan Dr., Burbank, CA 91506.

HI VISTA WILDFLOWER FESTIVAL
Hi Vista, CA. Ave G & 200th St. N.E. of Lancaster. Entertainment, fun, games, bazaar & beef dinner Sunday. Donation $2.50/$1.50.

Saturday, Apr. 27

CRC GRINGO 100 ENDURO
Ensenada, B.C., Mexico, 1 mi. parade thru town, start outside town, east to Mountains/trees & return. Pennzoil pre-mix provided at gas checks, limited entry, $15. 20% brass. fin. pins. Trophy party Sat. nite in Ensenada. 10 a.m. start, CRC, 6625 Dorinda, Riverside, CA 92503. 714/688-1291.

MOTOCROSS
Moreno Valley M.C. De Anza Cycle Park, 15 mi. E. of Riverside on US 60, Theodore exit, follow signs. Sign 7:30 a.m., race 9. $5 all classes, P.O. Box 297, Moreno, CA 92360. 714/653-2633 or 735-1301.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7:30 a.m., prac 8, race 9:30. New course. 714/586-7964.

R.A.C.E. MX
Corona Rcwy. Hwy 91 to McKinley. All classes inc. oldtimers (32-up). 30% brass, 100% p.b. to Seniors. New course. Open 9:00 a.m., race 11:00. 714/735-1705.

SHORT TRACK
Petaluma Fgds. Spdwy., Petaluma, CA. Open 4 p.m., race 6:30. 707/762-8581.

SHORT TRACK & TT – NITE
Perris Rcwy., Perris, CA. Must be over 18 with ID or notorized statement on file for 74. Open 5 p.m., S.T. 6 p.m., TT following short track program. 714/657-3678.

D-36 NITE SHORT TRACK
Stockton Fgds., Stockton, CA. Class C traction, Rider med. cov. $2.50 ride or watch. Sign 5:30 p.m., race 7:30. Stockton Scrambiers 415/463-0478.

SHORT TRACK PRACTICE NITE
Cycleland Spdwy., Chico, CA. Hwy 99E & Gage Shippee Rd., $1 ride/watch, plus $1 rider ins. 8 p.m. 916/342-9302.

D-36 NITE SCRAMBLES
Fremont Rcwy., Fremont, CA. All classes, no minis. Sil. rqd., $3 ride or watch. Open 3:30 p.m., prac. 5, race 6:30. 415/327-4461.

A.M.A. NITE TT SCRAMBLES
Visalia Plaza Arena, Visalia, CA. So of Hwy 198 & ½ mi. E. of Hwy 99. $1 ride, $2 gate. Prac. 5:30 p.m. race 7. 209/734-0212.

TT SCRAMBLES
Elsinore Rcwy., Elsinore, CA. Sign 5-7:30 p.m., prac 6:30, race 8. Sil. rqd. Free camping. 714/826-2386, 674-3658.

AMC MX
Carlsbad Rcwy., Carlsbad, CA. No mail entry, $5 post, $10 Ex. 40% brass same day, 100% Ex. p.b. Three 20-min. motos. Open 7:30 a.m., race 9. 714/532-3923. Non-members race $2 extra.

D-35 SCRAMBLES
Visalia Airport Arena, Visalia, CA. Mid-Cal. 805/734-0212.

Sunday, Apr. 28

125cc MX SWISS GP.

ROAD RACING GERMAN GP, NURBURGRING.

FRENCH TRIALS ROUND

AFM ROAD RACE
Sears Point Rcwy., Rtes. 37 & 121, Sonoma Cty, CA. Pit passes $3, Pre/Post entry $12/$18. Extra bikes $4. Send money, name, addr., ph., bike(s), class(s), AMA & AFM No.'s to AFM, S.F. Chapter, P.O. Box 705, Brisbane, CA 94005. Open 7 a.m., first race 12 noon.

BENEFIT MX
395 Cycle Park, Adelanto, CA. Proceeds for Victorville H.S. Band O'seas tour. Contingencies by local merchants. Silencers. All classes, 40% brass. 714/245-5282 or 246-6109.

D-36 ROUGH SCRAMBLES
La Grange, CA. Open traction, also minis. $2.50 ride or watch. Sign 9 a.m., race 12 noon. West Side Eagles. 415/634-3202.

NORCAL/CMC MX
Altamont Spdwy., Livermore/Tracy, CA. Grantline Rd. off Hwy 580 to Midway Rd. Trophies & cash. All classes, minis, puff, O.T. Norcal Motocross, P.O. Box 3181, Hayward, CA 94545. 415/276-4152 or 886-5182.

D-31 MOTOCROSS
Arizona Desert Raceways, 9 m. W of Avondale on I-10 to Airport Rd. Am. & Ex. sign noon, race 2:30 p.m. All others sign 7 a.m., race 9:30. $50 first each Ex. class. 602/252-1900.

D-35 SCRAMBLES
Hwy. 190 & 65, Porterville, CA. Porterville Spinners. 805/784-3719.

MOTOCROSS
Peaceful Cove, Idaho, 3 mi. out of Boise, follow markers from end of Harrison Blvd. Sign 7:30 a.m., race 10. Owyhee M.C. 208/375-6863 or 375-1231.

CMC/CAL CROSS MX
Sunnyvale PAL track, CA. Caribean Wy. off Hwy 237. Ex. $10 mail/$15 post, other $6/$8. P.O. Box 1348, Cupertino, CA 95014. Open 7 a.m., race 9. 408/732-2752.

MATTERHORN HILLCLIMB
Saddleback Park., Orange, CA. Minis thru Open, stock & mod., $5 entry. Gate 7 a.m., first run 9:30 a.m., 714/646-7355.

TT
Santa Barbara Starters track, Santa Barbara, CA. ½ mi. No. of Isla Vista on Los Coneros Rd. $4 ride, $1 watch. All classes, minis, puff. Silencers mandatory. Sign 7:30 a.m., race 9:30. 805/968-3662.

RRA MX
Rawhide Pk., Elsinore, CA. $500 Ex. purse, 4 ft. brass. No memb. rqd. 9 a.m. start. 714/689-0871.

NRA MX
Valley Cycle Pk., Moorpark, CA. 30% brass same day, no memb. rqd., all classes, 100% Sr. P.b. 714/688-1291.

A.T.A. TRIALS SCHOOL
Soledad Springs, near Acton, CA off Hwy. 14. Free lunch & beverages. Instructors are A.T.A. riders who competed in the Spanish round at Tarrassa. 10 a.m. start.

D-36 MX
World Champion Rcwy., San Francisco, CA. near Candlestick Park. All classes. Sil. & Spark arr. rqd. Ride $5, watch $2.50, kids free. Sign 6:30 a.m., race 9. 916/351-0271.

D-36 SCRAMBLES
Happy Valley Rcwy. 5 mi. So. of Redding, Ca. on Hwy 99 to Canyon Rd. or Happy Valley Rd., follow signs. Class C tires, silencers rqd. Riders insured. Sign 9 a.m., race 12 noon. Shasta M.C. 916/241-7724.

100 MILE DESERT HARE SCRAMBLES
So. of Hammet, Idaho, follow signs. 33% brass, T-shirt all entries, $1200 cash. Fin. pins, class winner jackets. Entry $10 mail/$12 post. Mtn. Home M/C Ass'n., Box 546, Mtn. Home, Idaho 83647. 208/587-7555 or 587-3859.

MINI TT
Saddleback Park, Orange, CA. Minis & Ltwt. motorcycles. Sign 9 a.m., prac. 10. 714/552-7643.

D-36 MOTOCROSS
Crazy Horse Cyn., 12 mi. No. of Salinas, CA on Hwy 101. Sand pit track. Ride $5, watch $2, kids $1. Sign 7 a.m., race 9:30. 408/422-9809.

D-36 TT SCRAMBLES
Sand Hill Ranch, From Livermore, CA. Hwy 580 to Vasco Rd., No. to Camino Diablo, Rt. to track. Sil. rqd., no motors to start before 8 a.m. 415/689-6722 or 634-3328. Class C traction.

D-36 MX
Argyll Pk., Dixon, CA. 12 mi. So on Hwy 113. All classes & minis, free insurance. Discount to car pools, 4 or more, 3 motos. Free camping. Sign 7 a.m., first moto 9:30. Rain phone 916/678-2809.

CMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Open 6:30 a.m., first race 9. Memb. rqd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA., 92626.

AMC MX
Saddleback Park, Orange, CA. No mail entry, $5 post, $10 Ex. Non-members $2 extra. 40% brass same day, 100% Ex. p.b. Open 7:30 a.m., race 9. 714/532-3923.

NMA MINI SCRAMBLES
Sacramento Rcwy., 5305 Excelsior Rd., Sacramento, CA. 33% brass, NMA memb. rqd. Sign 8-9:30 a.m. 916/481-1418.

D-37 HARE & HOUND
Limed from Four Corners, CA. No. on Hwy. 395 from Hwy. 58. 10 a.m. start, Simi Valley M.C. 42 & 38 mi. loops. trail nov. all way. 805/526-2684.

D-27 HARE SCRAMB.
14 mi. No. of White Salmon, Wa. on Hwy. 141. Drifters M.C. 206/493-2663.

D-27 SCRAMBLES
Jolly Rogers Club Grds., Kent, WA. Greater Seattle M.C. 206/723-0964.

D-36 MX
Marysville, CA. under 10th St. Bridge. 3 plates, helmet nbrs., mufflers rqd. Entry $5/$7 pre/post, P.O. Box 809, Yuba City, CA z5991. Mail entries close 4/42. Sign 7 a.m., race 9:30. 916/673-9681 or 743-4224.

D-36 SPTSM. & SEMI PRO HALF-MILE
Santa Clara County Fgds., San Jose, CA. Nov/Jr/Ex., 100% Ex. p.b., max purse $4.50. Entry $5 & $7.50 pre/post. Spdwy. Enterp., 14 Camp Evers Ln., Scotts Valley, CA 95066. Open 7 a.m., race 11. 415/327-4461.

MOTOCROSS
Moreno Valley M.C. De Anza Cycle Park, 15 mi. E. of Riverside on US 60, Theodore exit, follow signs. Sign 7:30 a.m., race 9. $5 all classes, P.O. Box 297, Moreno, CA 92360. 714/653-2633 or 735-1301.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7:30 a.m., prac 8, race 9:30. New course. 714/586-7964.

MINIS TT & FLAT TRACK TROPHY DASH
Atlantic Park, Garden Grove, CA. Garden Grove Frwy. to Magnolia exit, S to Westminster. Mail address 17092 Santa Isabel, Fountain Valley, CA 92708. Sign 9:30 a.m., race 10:30 a.m. 714/842-9778.

SWAP MEET
Motorcycles & arts, Vallejo, C yds. Inside/O sellers spaces, dv., $7 gate. Open 5 a.m. — 3 p.m. 707/252-3133.
CANCELLED

SUPER MARATHON BOSS/CMC
Carnegie Park., Tesla Rd., Livermore, CA. 20% team brass. Team entry $10 mail, $12 post. 2½ mi. course. 39116 Logan Dr., Fremont, CA. 94538. 415/796-0195.

ITA TRIALS & SCHOOL
Saddleback Park, Orange, CA. Sign 9 a.m., school 10 a.m., competition 12 noon, or sign up for trials only at 11:30 a.m. $5 trials, $2 school, Box 2313, Orange, CA 92669.

CRC MOTOCROSS
Indian Dunes. 40% trophies, same day. No membership rqd. All classes. Info: 213/830-7519 or 714/688-1291.

RIDER SAFETY SEMINAR
Portland Int'l. Rcwy., Portland, OR. Delta Park. Oregon M/C Road Racing Assoc. 503/280-7259.

Thursday, May 2

R.A.C.E. NIGHT MX
Corona Rcwy., Corona, CA. Hwy 91 to Pierce, Rt. to Magnolia, Rt. again to Buchanan, to track. Open 5:30 p.m., race 7:30. 714/735-1705.

TT & FLAT TRACK
Trojan Spdwy., 5601 Southern Ave., Southgate, CA 90280. 100; 125; 175; 250. Sign 6-7:30 p.m. 213/861-4324 or 213/923-9132.

NITE MX
Portland Int'l. Rcwy., West Delta Pk., Portland, Ore. Sil. rqd. 503/285-6635.

NIGHT TT SCRAMB. & SHORT TRACK
Corona Rcwy., off Hwy 91, Corona, CA. Open 5 p.m., sign 6, race 7:30. Sandak 714/970-5220.

CLASS A SPDWY.
Irwindale Rcwy., Irwindale, CA. Spectators $3/$2/$1 Adults/Juniors/Kids. Under 8 free. Program begins 8 p.m.

Friday, May 3

AMA PRO TT
$1500 purse, Clackamas, Ore., 13500 S.E. Lawnfield Rd. Oregon Sidewinders M.C.

BLM ADVISORY MEETING — OREGON
Lakeview Dist. Advisory Board, 8 a.m. at Dist. Office Bldg., 357 No. L St., Lakeview, Or. Will tour Beattys Butte Planning Unit. Public invited, must provide own transp.

D-36 SCRAMBLES
Vallejo Spdwy., Vallejo, CA. Class C traction, sil. rqd. 92db limit, meter on grounds. Minis, too. Sign 5 p.m., prac. to 6:30. 707/644-0741.

D-36 NITE SHORT TRACK
Fremont Rcwy., Fremont, CA. All classes & minis. Sil. rqd. $3 ride or watch. Open 3:30 p.m., prac. 5, race 6:30. 415/327-4461.

AME NITE MX
Indian Dunes, Valencia, CA. International Course. First race 8 p.m. 805/259-8000.

D-35 SCRAMBLES
Porterville, CA., cor. Olive St. & Doyle St. 805/784-4564.

NMA NITE MINI MX
Indian Dunes, Valencia, CA. Sign 6:30 p.m.

CLASS A SPDWY.
Orange County Fgds., Costa Mesa, CA. Open 6:30 p.m., race 8:15.

AMC NIGHT MX
Orange County International Raceway, Irvine, CA. Open 5 p.m., prac: 6-7, first race 7:30. Members $5, $10 Expert, non-members $2 extra. 100% payback. 714/832-4555.

FLAT TRACK — NITE
Grand Opening, El Toro Spdwy. San Diego Fwy to Canada Exit, L. on Carlotta to track. Classes to 350cc, Spdwy. bikes & minis. ¼ mi. & tenth mi. tracks. Sign 5 p.m., race 7:30. 714/530-0324 or 839-4234.

May 4-5

DRA CALIFORNIA CITY GP
Sat: All Beg., puff, mini, 3-wheel. Sun: Nov/Am/Ex, 60 mi. Beg., 80 mi. Nov., 100 mi. Am/Ex. Entries to DRA, P.O. Box 2605, Calif. City, CA 93505. 714/373-4647.

I.S.D.T. QUALIFIER TRASK MTN. TWO DAY TRIAL
McMinnville, Ore. Entries from Motorcycle Activities Club, P.O. Box652, McMinnville, Or. 97128.

Saturday, May 4

CMC SPORTSM. SHORT TRACK
Cycleland Spdwy., 14 mi. So. Chico, CA, Hwy. 99E & Gage Shippee Rd. CMC, D-36 memb. rqd., also 3 plates. Sixth mi. oval, no Class C Experts. 100 Nov., 200/250 (no 360's). Sign 5:30 p.m., prac. 7, race 8. 916/342-9302.

S.A.M. MX
Saddleback Park, Irvine, CA. No memb., no mail entry. $6 to race. 2 x 40 min. motos, 100% Ex. p.b. Gates open 7 a.m. 714/979-9233.

AMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. No mail entry, $5 post. $10 Ex. 40% brass same day, 100% Ex. p.b. Three 20-min. motos. Open 7:30 a.m., race 9. 714/532-3923. Non-members race $2 extra.

R.A.C.E. MX
Corona Rcwy. Hwy 91 to McKinley. All classes inc. oldtimers (32-up). 30% brass, 100% p.b. to Seniors. New course. Open 9:00 a.m., race 11:00. 714/735-1705.

MOTOCROSS
Moreno Valley M.C. De Anza Cycle Park, 15 mi. E. of Riverside on US 60, Theodore exit, follow signs. Sign 7:30 a.m., race 9. $5 all classes, P.O. Box 297, Moreno, CA 92360. 714/653-2633 or 735-1301.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7:30 a.m., prac 8, race 9:30. New course. 714/586-7964.

SHORT TRACK
Petaluma Fgds. Spdwy., Petaluma, CA. Open 4 p.m., race 6:30. 707/762-8581.

SHORT TRACK & TT — NITE
Perris Rcwy., Perris, CA. Must be over 18 with ID or notorized statement on file for 74. Open 5 p.m., S.T. 6 p.m., TT following short track program. 714/657-3678.

TT SCRAMBLES
Elsinore Rcwy., Elsinore, CA. Sign 5-7:30 p.m., prac 6:30, race 8. Sil. rqd. Free camping. 714/826-2386, 674-3658.

D-35 SCRAMBLES
Delano, CA. N. Kern M.C. 805/792-3680.

Sunday, May 5

500cc MX FRENCH GP.

250cc CZECH GP.

ITALIAN TRIALS ROUND.

ROAD RACE AUSTRIAN GP.

MINIS TT & FLAT TRACK TROPHY DASH
Atlantic Park, Garden Grove, CA. Garden Grove Frwy to Magnolia exit, S to Westminster. Mail address 17092 Santa Isabel, Fountain Valley, CA 92708. Sign 9:30 a.m., race 10:30 a.m. 714/842-9778.

D-35 MX
King County Fgds., CA. Kings County M.C. 805/582-5806.

SRA EURO. SCRAMBLES
Tehachapi, CA. Beg., Nov., Am. only. 20% brass & fin. pins. 213/320-1015.

D-28 HARE SCRAMBLES
Timber, Or. Mt. Scott M.C. 503/659-0207.

NMA MINIS
Indian Dunes, Valenica, CA. Sign 8:30 a.m.

D-38 TT SCRAMBLES
Dehesa Race Pk., I-8 E. from San Diego, CA. to Harbison Cyn. Rd., then to Dehesa Rd. & follow signs. Ride $3, watch $1.50. Sign 8:30 a.m., race 10. 714/477-7083.

HRA HALF MILE & TT
395 Cycle Park, Adelanto, CA. No memb. rqd., 25% brass same day. Silencers rqd. for 2-strokes. Sign 8:30 a.m., race 10. 714/245-5282 or 245-1221.

D-36 MX
McGill Cycle Park, White Rock Road, Rancho Cordova, CA. All classes & minis. Open 6:30 a.m., race 9. 916/351-0271

NEW ZEALAND MOTO-SCRAMBLES
Rawhide Pk., Elsinore, CA. All classes, Old Timers (40+), puff, minis on spl. course. Six mi. loop. Cash to Ex., 25% Sptsm. Brass, 100% brass to minis. Ex/Sptsm entry $7/$5 Mail, San Bernardino M.C., 422 Sherwood St., Redlands, CA 92373. Any entry blank & SASE. Open 7 a.m., first 45 min. race 9 a.m. 714/792-4612 or 797-1986.

D-36 ENDURO
Wilseyville, CA. Limit 750 entries, Dwg. April 5 & positions determined by postmark thereafter. $7 entry, 2+2 Racing Team, P.O. Box 2321, Dublin, CA 94566. 415/846-0239.

TT — DINOSAUR RUN
Perris, Ca. old Perris TT course. No two strokes, no points. Old fashioned heat-semi-main program. Dust off your thumper. 21", 500 & Open class, also sidehacks. 100% trophies, special rewards for puff streakers, half-time intro of past stars. Mail entries 1615 Amherst Ave., Los Angeles, CA 90025. See ad. 213/820-5433

D-27 SCRAMBLES
Brush Pine, WA. Lucky Spokes M.C. 206/892-8472.

D-27 SCRAMBLES
Castle Rock Fgds., Castle Rock, WA. Mt. St. Helens M.C. 206/636-4976.

P.I.T.S. TRIALS
Rio Bravo Cycle Pk., 12 mi. E of Bakersfield, CA. on Hwy 178. Muffler & spark arr. rqd. Camping OK, plenty gas. All classes incl. bicycles. Sign 8:30 a.m., riders mtg. 10 a.m. 805/871-0632 or 831-0615.

SPORTSMAN HALF-MILE
Glenn Cnty. Fgds., Orland, CA. Hwy 32 Orland exit. Sunday gas avail. Open 8 a.m., prac. 10, race 1. Rain date May 12. Aragon M.C. 415/454-5668.

D-26 MX
Carson City, Nv., Tahoe Carson M.C. 702/882-2555.

AMA CLASS C HILLCLIMB
Peaceful Cove, near Boise, Idaho. $400 purse. Owyhee M.C. 208/344-3329 or 375-6863.

MOTOCROSS
Deschutes Cycle Park, Hwy. 97 No. of Bend, Oregon. Sil. & 3 num. plt. rqd. 100% p.b. to Ex. Free camping. Practice 9 a.m. Race 10:15. 503/389-1479.

CMC MOTOCROSS
Saddleback Park, Irvine, CA. Open 6:30 a.m., first race 9. Memb. rqd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA 92626.

AMA QUALIFIER

$1800 PURSE

250cc, 500cc

AMA Pro License Required

TOP U.S. MOTOCROSS STARS

SUNDAY MAY 12, 10 A.M.

VALLEY CYCLE PARK

MOORPARK, CA. Phone: 805-529-9546

DRA Desert Racing Assoc. Presents

California City Grand Prix-74

(the last of the real Grand Prixs)
SATURDAY, MAY 4: All Beg-PP-Mini & 3-Wheel (60 miles for Beg)
SUNDAY, MAY 5: All Nov-Am-Ex (80 miles Nov, 100 miles Am-Ex)
1/3 Desert, 1/3 Trails, 1/3 Asphalt
Race in Desert & through town
Dual DRA points.
Cash, 20% Trophies, Pins.
Classes for cash: 0-200, 250 & Open
$700 in prize money.
Ex — $100 1st, $50 1st in 3 classes
Am — $80 1st, $40 1st in 3 classes
Nov — $60 1st, $30 1st in 3 classes
PLUS additional $100 to 1st Overall in Am-Ex
Membership not req'd, but must have current classification card, either Desert, MX, Scrambles, etc. Send photocopy or ride Pie-Plate Expert. DRA MEMBERSHIP, $12 per year, Immediate Processing. Entry: $10 DRA Members, $12 non-members. Mail entry with 2 stamped addressed envelopes to:
DRA — California City Grand Prix
P.O. Box 2605
Calif. City, CA 93505
or enter at race
Info: 714-346-9335

ENDURO

GRINGO 100
April 27
Ensenada, Mexico
1 loop approx. 100 mi.
Gas and Oil provided.
PENNZOIL —
Gringo 100 official
2-stroke motorcycle oil.
Easy terrain — Mucho fun roads.
20% Trophies
Awarded at beach party that night

CRC
714-688-1291

DINOSAUR RACE
TT Scrambles (4-strokes)
Perris May 5, 1974
Dist. 37 Sanctioned AMA
(non-point run)
21" 500 & Open & Hacks
Am-Ex. (sidehacks welcome)
$5. mail entry; $6 post entry.
100% Trophies.
DIRT DIGGERS MOTORCYCLE CLUB
D.D.M.C.
1615 Amherst
W. Los Angeles
CA 90025
(213) 820-5433

AMERICAN MOTO-CROSS A.M.E. ENTERPRISES

$3000 RIDER MEDICAL

Clubs, Schools, Track Promoters.
Complete insurance package
(liability & rider medical

Beginners, Juniors, Intermediates, Seniors
PLUS
Minicycle, Old Timers and Powder Puff

Schedule of Coming Events
APRIL
Fri. 26 — Indian Dunes
MAY
Fri. 3 — Indian Dunes
Sun. 5 — Vly. Cycle Pk.
Fri. 10 — Indian Dunes

SILENCERS REQUIRED. Sportsman classes $5. mail, $10 post. Seniors $10. mail, $15 post. All entries must be received no later than Friday before each event. A.M.E. membership & 3 number plates required. Gates open 6:30 A.M., Practice 8 A.M., 1st race 9 A.M. MAIL ENTRY TO A.M.E. 13004 S. Washington, Hawthorne, Calif. 90250. 213-675-1922. Monday thru Friday 1-6 P.M.

DESERT

HARE SCRAMBLES
LUCERNE
MAY 12

2x25 miles
Beg-Nov-Schoolboy (under 16)
Veterans (+35)-P. Puff & Minibikes
9 a.m. start
40% Trophies
Free entry for all P. Puff mothers
Entry fee: $8. ($7 members)
no membership required

CRC
714-688-1291

IRWINDALE RACEWAY
EVERY FRIDAY NIGHT
MOTOCROSS

CALENDAR

D-31 MOTOCROSS
Arizona Desert Raceways, 9 m. W of Avondale on I-10 to Airport Rd. Am. & Ex. sign noon, race 2:30 p.m. All others sign 7 a.m., race 9:30. $50 first each Ex. class. 602/252-1900.

D-37 TT SCRAMBLES
Point Run, Elsinore, CA. Open 7 a.m., sign 8, race 9. Sandak. 714/870-5220.

AME MX
Valley Cycle Park, Moorpark, CA. Hwy. 101 to Hwy. 23, N to Tierra Rejada, R. Sil., memb., 3 plates all rqd. Open 6:30 a.m., prac. 8, race 9. 213/675-1922 M-F 1-6 p.m. See ad

MOTOCROSS
Sage Park, 13 mi. So. of Ridgecrest, CA on Hwy 395. All classes, plus mini-mini, Old Man's, Puff. Race $4 incl. amb. fee, watch $1.50/$.50. Start 9 a.m. 714/377-4619.

MOTOCROSS
Moreno Valley M.C. De Anza Cycle Park, 15 mi. E. of Riverside on US 60, Theodore exit, follow signs. Sign 7:30 a.m., race 9. $5 all classes, P.O. Box 297, Moreno, CA 92360. 714/653-2633 or 735-1301.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7:30 a.m., prac 8, race 9:30. New course. 714/586-7964.

CRC MOTOCROSS
Rawhide Park. 40% trophies same day. No membership req'd. All classes. Info: 213/830-7519 or 714/688-1291.

MOTOCROSS
Lake Dolores, CA. Vegas Fwy. to Yermo to Minneola Rd., then L. approx. 4 mi. 33% brass to Sptsmn., 100% p.b. to Ex. Sign 8 a.m., race 10. 714/252-2553 aft. 5 p.m.

MINI TT & FLAT TRACK
Trojan Spdwy., Southgate, CA. Minis & Ltwt. motorcycles. Sign 9 a.m., prac. 10. 714/552-7643.

CMC ROAD RACE
OCIR, Tustin, CA. Santa Ana Fwy. to Sand Cyn. exit. Races for all classes, GP, Prod. & Cafe Racer. Sign 7 a.m., race noon. 213/842-7433.

Tuesday, May 7

EIGHTH MILE SHORT TRACK
Peaceful Cove, Idaho. 3 mi. out of Boise, follow markers from end of Harrison Blvd. $6 entry all classes. Sign 3-6 p.m., race 8. Owyhee M.C., 208/373-6863 or 375-1231.

Thursday, May 9

NIGHT TT HALF-MILE & SHORT TRACK
Corona Rcwy, off Hwy 91, Corona, CA. Open 5 p.m., sign 6, race 7:30. Sandak, 714/870-5220.

TT & FLAT TRACK
Trojan Spdwy., 5601 Southern Ave., Southgate, CA. 90280. 100; 125; 175; 250. Sign 6-7:30 p.m. 213/861-4324 or 213/923-9132;

NITE MX
Portland Int'l. Rcwy., West Delta Pk., Portland, Ore. Sil. rqd. 503/285-6635.

R.A.C.E. NIGHT MX
Corona Rcwy., Corona, CA. Hwy 91 to Pierce, Rt. to Magnolia, Rt. again to Buchanan, to track. Open 5:30 p.m., race 7:30. 714/735-1705.

CLASS A SPDWY.
Irwindale Rcwy., Irwindale, CA. Spectators $3/$2/$1 Adults/Juniors/Kids. Under 8 free. Program begins 8 p.m.

Friday, May 10

AMA PRO TT
$1500 purse. Clackamas, Ore., 13500 S.E. Lawnfield Rd. Oregon Sidewinders M.C.

AMC NIGHT MX
Orange County International Raceway, Irvine, CA. Open 5 p.m., prac: 6-7, first race 7:30. Members $5, $10 Expert, non-members $2 extra. 100% payback. 714/832-4555.

D-36 SCRAMBLES
Vallejo Spdwy., Vallejo, CA. Class C traction, sil. rqd. 92db limit, meter on grounds. Minis, too. Sign 5 p.m., prac. to 6:30. 707/644-0741.

D-36 NITE SHORT TRACK
Fremont Rcwy., Fremont, CA. All classes & minis. Sil. rqd. $3 ride or watch. Open 3:30 p.m., prac. 5, race 6:30. 415/327-4461.

AME NITE MX
Indian Dunes, Valencia, CA. International Course. First race 8 p.m. 805/259-8000.

CLASS A SPDWY.
Orange County Fgds., Costa Mesa, CA. Open 6:30 p.m., race 8:15.

May 11-12

VIRGINA CITY GP
Virgina City, Nv. D-36 MX cards will apply. Must have current AMA card. Pre/Post entry. $11/$12, limit 400 riders per day. Check or money order, official AMA entry & 2 SASE to W.S.R.A., P.O. Box 7244, Reno, Nv. 89502. 702/786-2385.

AFM ROAD RACE FESTIVAL
Ontario, CA. Two day meet. Open 10 a.m. Sat. for practice, qualifying, Cafe class races. Sat. p.m., open track time for non-racers, field trials, pit bike races, fun & games.
Overnight camping $3/vehicle, access to infield heads & showers.
Sunday, Pra. all classes, Ltwt. Prod. & GP Sprints. Feature race, 300 mi. Prod. Race, 250cc & up, two or more riders per bike. AMA sanc. Semi-Pro.
Pre-entry $25/team, $15/solo-sprints. AFM, 1027 W. Bay Ave., Balboa, CA 92661. 714/675-2153.

FIESTA M.O.R.E.
Road Run to Ensenada, Baja Calif. Entry incl. overnight in Ensenada. Contact M.O.R.E., Box 26062, Sacramento, CA 95826.

Saturday, May 11

AMA PRO TT
Graham Spdwy., Graham, WA. $1200 purse. Blue Barons M.C., 744 Violet Meadows, Tacoma, WA. 98444.

CMC SPORTSM. SHORT TRACK
Cycleland Spdwy., 14 mi. So. Chico, CA, Hwy. 99E & Gage Shippee Rd. CMC, D-36 memb. rqd., also 3 plates. Sixth mi. oval, no Class C Experts. 100 Nov., 200/250 (no 360's). Sign 5:30 p.m., prac. 7, race 8. 916/342-9302.

AMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. No mail entry, $5 post. $10 Ex. 40% brass same day, 100% Ex. p.b. Three 20-min. motos. Open 7:30 a.m., race 9. 714/532-3923. Non-members race $2 extra.

R.A.C.E. MX
Corona Rcwy. Hwy 91 to McKinley. All classes inc. oldtimers (32-up). 30% brass, 100% p.b. to Seniors. New course. Open 9:00 a.m., race 11:00. 714/735-1705.

MOTOCROSS
Moreno Valley M.C. De Anza Cycle Park, 15 mi. E. of Riverside on US 60, Theodore exit, follow signs. Sign 7:30 a.m., race 9. $5 all classes, P.O. Box 297, Moreno, CA 92360. 714/653-2633 or 735-1301.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7:30 a.m., prac 8, race 9:30. New course. 714/586-7964.

SHORT TRACK
Petaluma Fgds. Spdwy., Petaluma, CA. Open 4 p.m., race 6:30. 707/762-8581.

S.A.M. MX
Saddleback Park, Irvine, CA. No memb., no mail entry. $6 to race. 2 x 40 min. motos, 100% Ex. p.b. Gates open 7 a.m. 714/979-9233.

SHORT TRACK & TT — NITE
Perris Rcwy., Perris, CA. Must be over 18 with ID or notorized statement on file for 74. Open 5 p.m., S.T. 6 p.m., TT following short track program. 714/657-3678.

TT SCRAMBLES
Elsinore Rcwy., Elsinore, CA. Sign 5-7:30 p.m., prac 6:30 p.m., race 8. Sil. rqd. Free camping. 714/826-2386 or 674-3658.

Sunday, May 12

ROAD RACES
Phoenix Rcwy., 22 mi. NW of Phoenix, AZ, Grand Ave. Hwy 60-70. 1½ mi. 12-turn course. Prod. & Mod. classes. Prac. 10 a.m. — 1 p.m., first race 1:30. 602/931-0727 or 602/265-4228.

NNRA MX
Elko, Nv., Rt. off Lamville Hwy. 1 mi. So. of Elko. 30% brass, no memb., Elko has gas. Sign till Noon, Race 1 p.m. 702/738-7829 or 738-7733.

HARE SCRAMBLES
Jean, Nv., 40 mi. So. of Vegas. Limed from Vegas & state line. Food & gas avail., fun race, 3 x 35 mi. loops, no bike/bod busters. Sign 8 a.m., race 10. Desert People M/C, 702/878-9375.

C.T.A. TRIALS & SCHOOL
Saddleback, CA. Beginner/Novice classes. Enduro bikes OK, trials bike better. Trials $5, school $1.50. C.T.A. P.O. Box 2023, Orange, CA 92669. Sign 8:30 a.m., school 9:30, trial 11:30.

AMA MX QUALIFIER
Valley Cycle Park, Moorpark, CA. $1800 purse, 250cc, 500cc. A.M.A. Pro lic. rqd. First race 10 a.m. 805/529-9546.

AFM ROAD RACE
Ontario Mtr. Spdwy., Ontario, CA. All classes, Prod., GP, Sidecar, Superstreet/Cafe. Entry $15 solo/$10 sidecar, $5 ex. bike. AMA card rqd., sign 8 a.m., prac. 9, race 1 p.m. 714/675-2153 or 213/447-7332.

AME MOTOCROSS
Indian Dunes Park, Valencia, CA. Sil., memb., 3 plates all rqd. Open 6:30 a.m., prac. 8, race 9. 213/675-1922 M-F 1-6 p.m. See ad

D-27 SCRAMBLES
Jolly Rogers Club Grds., Kent, WA. Greater Seattle M.C. 206/723-0964.

D-27 SCRAMBLES
Castle Rock Fgds., Castle Rock, WA. Mt. St. Helens M.C. 206/636-4976.

D-27 SCRAMBLES
14 mi. No. of White Salmon, WA. on Hwy. 141. Drifters M.C. 206/493-2663.

MOTOCROSS
Peaceful Cove, Idaho, 3 mi. out of Boise, follow markers from end of Harrison Blvd. Sign 7:30 a.m., race 10. Owyhee M.C. 208/375-6863 or 375-1231.

CRC MOTOCROSS
Valley Cycle Park, 40% trophies, same day. No membership required. All classes. Info: 213/830-7519 or 714/688-1291.

CMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Open 6:30 a.m., first race 9. Memb. rqd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA., 92626.

MOTOCROSS
Desert Wheels MC. Sign-ups 8 a.m., races 10. Info: Box 37, Edwards, CA 93523.

AMC MX
Saddleback Park, Orange, CA. Chapman Exit from Hwy. 55, East to stop sign, Rt. & follow mob. 714/832-4555.

MOTOCROSS
Moreno Valley M.C. De Anza Cycle Park, 15 mi. E. of Riverside on US 60, Theodore exit, follow signs. Sign 7:30 a.m., race 9. $5 all classes, P.O. Box 297, Moreno, CA 92360. 714/653-2633 or 735-1301.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7:30 a.m., prac 8, race 9:30. New course. 714/586-7964.

NMA MINI MX SR-75 SERIES
O.C.I.R., Irvine, CA. On full size motocross course. Mission Honda 3 race XR-75 Series. Sign 8:30 a.m.

D-37 HARE SCRAMBLES
Fremont Valley, nr. Randsburg, CA on Red Rock — Randsburg Rd. Limed from Hwy. 14 & from Hwy. 395. 2 x 35 mi. loops, Rescue 3, fin. pins. 9 a.m. start. Red Dots M.C. 213/352-5723.

D-37/38 MX
Rawhide Pk., Elsinore. AMA memb. rqd. Also free trials lessons by Plonkers Club. 714/689-0871.

CRC DESERT HARE SCRAMBLES
Lucerne, CA. 2 x 25 mi. loops for Beg/Nov, also Schoolboy (-16) Vet. (35+), puff & minis. 9 a.m. start. 714/688-1291.

SRAC MOTOCROSS TRI-STATE AMATEUR
Berthoud, Co., 40 mi. No. of Denver on I-25, Berthoud exit. 125/250/Open Novice/Amateur only, no minis, no Ex. 30% brass. Sign 10 a.m., race noon. Team Turtle. 303/442-0930.

D-35 MX
Tulare Fgds., Tulare, CA. Tulare Trackmasters. 805/688-2371.

D-37 ANNUAL MOTHERS DAY SCRAMBLES
Perris, CA long course. All classes, minis, puff, O.T., hacks. Ltwts. & minis sign 7 a.m., others sign 10 a.m. $2.25 race, $2 watch. Powder Puff Assn. 213/375-0737.

Tuesday, May 14

EIGHTH MILE SHORT TRACK
Peaceful Cove, Idaho. 3 mi. out of Boise, follow markers from end of Harrison Blvd. $6 entry all classes. Sign 3-6 p.m., race 8. Owyhee M.C., 208/373-6863 or 375-1231.

Thursday, May 16

TT & FLAT TRACK
Trojan Spdwy., 5601 Southern Ave., Southgate, CA 90280. 100; 125; 175; 250. Sign 6-7:30 p.m. 213/861-4324 or 213/923-9132.

CLASS A SPDWY.
Irwindale Rcwy., Irwindale, CA. Spectators $3/$2/$1 Adults/Juniors/Kids. Under 8 free. Program begins 8 p.m.

R.A.C.E. NIGHT MX
Corona Rcwy., Corona, CA. Hwy 91 to Pierce, Rt. to Magnolia, Rt. again to Buchanan, to track. Open 5:30 p.m., race 7:30. 714/735-1705.

NIGHT TT SCRAMB. & SHORT TRACK
Corona Rcwy., off Hwy 91, Corona, CA. Open 5 p.m., sign 6, race 7:30. Sandak 714/970-5220.

NITE MX
Portland Int'l. Rcwy., West Delta Pk., Portland, Ore. Sil. rqd. 503/285-6635.

Friday, May 17

CLASS A SPDWY.
Orange County Fgds., Costa Mesa, CA. Open 6:30 p.m., race 8:15.

AME NITE MX
Indian Dunes, Valencia, CA. International Course. First race 8 p.m. 805/259-8000.

D-36 NITE SHORT TRACK
Fremont Rcwy., Fremont, CA. All classes & minis. Sil. rqd. $3 ride or watch. Open 3:30 p.m., prac. 5, race 6:30. 415/327-4461.

NMA NITE MINI MX
Indian Dunes, Valencia, CA. Sign 6:30 p.m.

AMC NIGHT MX
Orange County International Raceway, Irvine, CA. Open 5 p.m., prac: 6-7, first race 7:30. Members $5, $10 Expert, non-members $2 extra. 100% payback. 714/832-4555.

AMA PRO TT
$1500 purse, Clackamas, Ore., 13500 S.E. Lawnfield Rd. Oregon Sidewinders M.C.

D-36 SCRAMBLES
Vallejo Spdwy., Vallejo, CA. Class C traction, sil. rqd. 92db limit, meter on grounds. Minis, too. Sign 5 p.m., prac. to 6:30. 707/644-0741.

D-35 SCRAMBLES
Porterville, CA., cor. Olive St. & Doyle St. 805/784-4564.

May 18-19

D-26 MOTOCROSS
Manning Cycle Park, Layton, Utah. Iron Ponies M.C. 702/376-3568.

Saturday, May 18

MOTOCROSS
Moreno Valley M.C. De Anza Cycle Park, 15 mi. E. of Riverside on US 60, Theodore exit, follow signs. Sign 7:30 a.m., race 9. $5 all classes, P.O. Box 297, Moreno, CA 92360. 714/653-2633 or 735-1301.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7:30 a.m., prac 8, race 9:30. New course. 714/586-7964.

BRA LUCERNA 250
Tijuana-Mexicali Rd., between Mexicali and La Rumorosa, B.C., Mexico. $200 entry to B.R.A., P.O. Box 1803, Calexico, CA 92231. Memb. Rqd. Pre-run after May 3. Drawing Apr. 28 at Bonnie & Clyde Awards Pres., Jean, Nv. Tech. Insp. Noon to 10 p.m. Friday. Start 8:01 a.m. 903/762-4341 or 714/352-3767.

CMC SPORTSM. SHORT TRACK
Cycleland Spdwy., 14 mi. So. Chico, CA, Hwy. 99E & Gage Shippee Rd. CMC, D-36 memb. rqd., also 3 plates. Sixth mi. oval, no Class C Experts. 100 Nov., 200/250 (no 360's). Sign 5:30 p.m., prac. 7, race 8. 916/342-9302.

S.A.M. MX
Saddleback Park, Irvine, CA. No memb., no mail entry. $6 to race. 2 x 40 min. motos, 100% Ex. p.b. Gates open 7 a.m. 714/979-9233.

AMC MX
Carlsbad Rcwy., Carlsbad, CA. No mail entry, $5 post, $10 Ex. 40% brass same day, 100% Ex. p.b. Three 20-min. motos. Open 7:30 a.m., race 9. 714/532-3923. Non-members race $2 extra.

R.A.C.E. MX
Corona Rcwy. Hwy 91 to McKinley. All classes inc. oldtimers (32-up). 30% brass, 100% p.b. to Seniors. New course. Open 9:00 a.m., race 11:00. 714/735-1705.

SHORT TRACK
Petaluma Fgds. Spdwy., Petaluma, CA. Open 4 p.m., race 6:30. 707/762-8581.

SHORT TRACK & TT — NITE
Perris Rcwy., Perris, CA. Must be over 18 with ID or notorized statement on file for 74. Open 5 p.m., S.T. 6 p.m., TT following short track program. 714/657-3678.

TT SCRAMBLES
Elsinore Rcwy., Elsinore, CA. Sign 5-7:30 p.m., prac 6:30, race 8. Sil. rqd. Free camping. 714/826-2386, 674-3658.

AMATEUR MX
Deschutes Cycle Park, 7 mi. No. of Bend, Or. on Hwy 97. No affil. rqd., 85% dust free track. Prelim. to Sunday Inter-AMA qualifier. Start 10 a.m. 503/389-1479.

Sunday, May 19

D-37 HARE SCRAMBLES ANNUAL FOX HUNT
Limed from Lucerne, CA. No. on Old Barstow Rd. 2 x 47½ mi. loops, trail Nov. 1 loop. Rescue 3, super pins, club partic. trophy. Ex/Am start 9 a.m., Nov. 9:15. 213/634-4082.

FAMILY ENDURO
Granny Run III Stoddard Wells area, I-15, 5 mi. So. of Barstow, CA. Sidewinder offramp. 2x30 mi. loops, $6.50 mail/$7.50 post. Puff & minis, 1 loop only, $5.50/$6.50. Pomona Valley Desert Riders, P.O. Box 282, Montclair, CA 91763. 8 a.m. start. 714/626-7696.

MX, INTER-AMA QUALIFIER
Deschutes Cycle Park, 7 mi. No. of Bend, Or. on Hwy. 97. $1200 purse. 85% dust free track. Start 12:30 p.m. 503/389-1479.

D-27 DIRT POKER RUN
Mason County Fgds., Shelton, WA. Shelton Trailblazers. 206/426-3598.

D-27 SCRAMBLES
Castle Rock Fgds., Castle Rock, WA. Mt. St. Helens M.C. 206/636-4976.

MOTOCROSS
Peaceful Cove, Idaho, 3 mi. out of Boise, follow markers from end of Harrison Blvd. Sign 7:30 a.m., race 10. Owyhee M.C. 208/375-6863 or 375-1231.

D-28 MX
Delta Park, Portland, OR. Far West MX Club. 11919 SE Liebe, Portland, OR. 97216.

D-35 ENDURO
Clear Creek, CA. Pathfinders M.C., P.O. Box 106, Fresno, CA 93707. 266-4939.

D-28 HARE & HOUND
Pine Grove, Or. Mt. Scott M.C. 503/659-0207.

D-38 TT SCRAMBLES
Dehesa Race Pk., I-8 E. from San Diego, CA. to Harbison Cyn. Rd., then to Dehesa Rd. & follow signs. Ride $3, watch $1.50. Sign 8:30 a.m., race 10. 714/477-7083.

NMA MINIS
Indian Dunes, Valenica, CA. Sign 8:30 a.m.

HRA HALF MILE & TT
395 Cycle Park, Adelanto, CA. No memb. rqd., 25% brass same day. Silencers rqd. for 2-strokes. Sign 8:30 a.m., race 10. 714/245-5282 or 245-1221.

CMC/NORCAL MX
Altamont Spdwy., Betw. Livermore & Tracy, CA. Grantline Rd. off US 580 to Midway Rd. All classes, minis, puff, O.T. Mail entries save $$$ P.O. Box 3181, Hayward, CA. 415/276-4152 or 886-5182.

D-35 SCRAMBLES
Bakersfield, CA. Sprocket Park, foot of China Grd. Loop. Sprocket M.C. 805/871-6653.

RIVERBOTTOM GP
Tempe, AZ. By invitation only (easy to get at Sun Engr'g.) Open 9 a.m., race noon.

AMC MX
Rawhide Pk., Elsinore, CA. Non members race $2 extra. 714/687-0871.

TRACK OPENING
Rawhide Pk., Elsinore, CA. Mini-cross track open for competition. 714/689-0871.

D-36 MX
Helvetia Park, from Sacramento, CA on Harbor Blvd. 5 mi. No. of I-80. All classes & minis. Open 6:30 a.m., race 9. 916/351-0271.

MOTOCROSS
Sage Park, 13 mi. So. of Ridgecrest, CA on Hwy 395. All classes, plus mini-mini, Old Man's, Puff. Race $4 incl. amb. fee, watch $1.50/$.50. Start 9 a.m. 714/377-4619.

AME MX
Valley Cycle Park, Moorpark, CA. Hwy. 101 to Hwy. 23, N to Tierra Rejada, R. Sil., memb., 3 plates all rqd. Open 6:30 a.m., prac. 8, race 9. 213/675-1922 M-F 1-6 p.m. See ad this section.

CMC MOTOCROSS
Saddleback Park, Irvine, CA. Open 6:30 a.m., first race 9. Memb. rqd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA 92626.

MOTOCROSS
Lake Dolores, CA. Vegas Fwy. to Yermo to Minneola Rd., then L. approx. 4 mi. 33% brass to Sptsmn., 100% p.b. to Ex. Sign 8 a.m., race 10. 714/252-2553 aft. 5 p.m.

MINIS TT & FLAT TRACK TROPHY DASH
Atlantic Park, Garden Grove, CA. Garden Grove Frwy to Magnolia exit, S to Westminster. Mail address 17092 Santa Isabel, Fountain Valley, CA 92708. Sign 9:30 a.m., race 10:30 a.m. 714/842-9778.

ROAD RACE
— O.M.R.R.A.
P.I.R., Delta Park, Portland, Ore. All classes, GP, Prod., Sidecar & Novice/Cafe. Trophies, jackets, oil awards & free beer afterwards. O.M.R.R.A., P.O. Box 13454, Portland, Or. 97213. 503/280-7259.

CMC SEMI-PRO
TT SCRAMBLE
Argyll Pk., 12 mi. So. of Dixon, CA on Hwy 113. All classes, minis, puff & O.T. (35+). CMC lic. & sil. rqd. Join same day, open traction. 150% Ex. p.b., 30% brass. Car pool discount 4 or more. Sign 9 a.m., race 12 Noon. 916/678-2809.

NMA MINI
ROUGH SCRAMBLES
Helvetia Pk., 2602 River Rd., Sacramento, CA. 33% brass, also trophy dash. NMA memb. rqd. Ride $5, watch $2/$1. Open 7:30 a.m., sign 8 a.m., race 10. 916/841-1418.

D-27 SCRAMBLES
Brush Pine, WA. Lucky Spokes M.C. 206/892-8472.

D-36 MOTOCROSS
T-Car Spdwy., So. of Carson City, Nv. behind Stewart Indian School. Pre/Post entry $5.50&$7.50 incl. ins. Plenty gas & camping OK. T-Car, P.O. Box 290, Carson City, Nv. 89701. 702/882-5030.

NRA MX
Indian Dunes, Valencia, CA. 30% brass same day. Cash to Srs. Beg., Jr., Int. Sr. minis & P.P. No memb. rqd. 714/688-1291.

CRRA MX
Yuma Cycle Park, 1 mi. E of Yuma, Ari. on US 95. Box 5563 Yuma, Ari. 85364. Open 7 a.m., race 9. 602/726-0532 (night).

D-31 MOTOCROSS
Arizona Desert Raceways, 9 m. W of Avondale on I-10 to Airport Rd. Am. & Ex. sign noon, race 2:30 p.m. All others sign 7 a.m., race 9:30. $50 first each Ex. class. 602/252-1900.

CMC SEMI-PRO MX
Lake Madera, CA. Take Cleveland ext from 99. 30% Jr/Int brass, 100% Exp. p.b. Start 9:30 a.m. 674-4042.

NMA MINI
SCRAMBLES
Sacramento Rcwy., 5305 Excelsior Rd., Sacramento, CA. 33% brass, NMA memb. rqd. Sign 8-9:30 a.m. 916/481-1418.

May 25-26

GREENHORN NAT'L.
500 MILE ENDURO
A.M.A. Nat'l. & dbl. D-37 pts. both days. Start in Pasadena area, o'night near Ridgecrest, CA & return to Pasadena. Must be street legal with appr. spark arrestor. Entry $14 both days, $8 Sun. only + $1.25 BLM & AMB. Entries close May 10, dwg. May 13. Pasadena M.C. 112 So. Ave. 66, No. 30, Los Angeles, CA 90042. 213/332-2091 or 254-2489.

NMA MINI WESTERN
REG'L. CHAMP
O.C.I.R., Irvine, CA. Flat track, motocross & mini-speedway.

Sunday, May 26

D-36 MARATHON 200
Two man, one bike. Limed from Hawthorne, NV. 4 x 50 mi. loops. 20% brass, 2 trophies per bike. Fin. pins. Camping but no water. Mail entry only, closes May 20. $25 per bike, C.D.R.A., Box 742, Babbitt, NV 89416. 702/945-2204.

D-28 ENDURO
Lees Camp, Oregon, Lobos, Inc. 12996 S. Forsythe, Oregon City, Or. 97045. 503/656-5801.

C.T.A. TRIALS
& SCHOOL
Escape Country, CA. Beginner/Novice classes. Enduro bikes OK, trials bike better. Trials $5, school $1.50. C.T.A. P.O. Box 2023, Orange, CA 92669. Sign 8:30 a.m., school 9:30, trail 11:30.

June 1-2

D-37 VIEWFINDERS GP
Indian Dunes, Valencia, CA. Entries open Apr. 1, watch for Cycle News ad with official Viewfinders entry, or use D-37 entry blank. $10 & 2 SASE to 899 Darrell St., Costa Mesa, CA 92627. All classes plus minis, hacks, puff. 714/645-4178.

Sunday, June 2

SRA ENDURO
Spring Fling, limed No. of Red Mtn., CA. A & B riders go 75 mi., C go 2 loops, puff & minis go one. Pins, goodies, 20% brass. 2 SASE & $7 to SRA, Box 3882, Torrance, CA 90510. 213/320-1015.

BIGGIES

1974 AMA National Championships

5/19	M	San Jose, CA
5/26	HM	Denver, CO
6/2	RR	Gainesville, GA
6/8	HM	Louisville, KY
6/16	RR	Loudon, NH
6/23	HM	Columbus, OH
7/7	M	San Jose, CA
7/13	TT	Castle Rock, WA
7/20	TT	Gardena, CA
7/28	RR	Monterey, CA
8/4	HC	Muskegon, MI
8/9	ST	Hinsdale, IL
8/11	HM	Terre Haute, IN
8/18	TT	Peoria, IL
8/24	M	Indianapolis, IN
9/1	RR	Talladega, AL
9/8	M	Syracuse, NY
9/20	HM	Roosevelt, NY
9/22	HM	Toledo, OH
9/29	M	Albany, CA
10/6	RR	Ontario, CA
10/12	HM	Gardena, CA

A.M.A. National Trials Champ.

6/22	So. Cal., A.T.A.
6/23	No. Calif., P.I.T.S.
6/29	Oregon, P.N.T.A.
9/1	Rhode Island, N.E.T.A.
9/2	Penn., P.T.R.
10/20	Colo., R.M.T.A.
9/7	Mich., M.O.T.A.
10/26	Kansas, A.V.T.A.
10/27	Okla., N.O.T.A.

1974 AMA National MX Championships

4/21	Washington, IN
4/28	Buchanan, MI
5/5	Morgantown, WV
5/19	Hamersville, OH
5/25	Wagaman, LA
6/30	Sonoma, CA
7/7	Baldwin, KS
7/21	Lexington, OH
8/11	Delta, OH

1974 B.R.A. Baja Championship Series

5/18	Hotel Lucerna 250
8/24	Baja 300
10/12	9th Laguna Salada 200
12/28	10th Laguna Salada 200
12/29	Payoff of Champions

Pacific Northwest Road Race Schedule

4/20-21	Westwood, B.C.
4/28	Delta Pk., Portland
5/12	S.I.R., Seattle
5/19	Westwood, B.C.
6/2	S.I.R., Seattle
6/23	Delta Pk., Portland
7/7	Westwood, B.C.
7/14	Delta Pk., Portland
7/21	Westwood, B.C.
8/18	Westwood, B.C.
9/1	Delta Pk., Portland
9/15	Westwood, B.C.
9/29	Westwood, B.C.
10/6	Delta Pk., Portland

1974 AMA Pacific Coast Regional Championships

5/31 TT	Clackamas, OR
6/15 TT	Castle Rock, WA
7/14 TT	Clackamas, OR
8/11 HM	Sturgis, SD

AMA 125cc National Motocross Series

4/6	Plymouth, CA
6/30	Sonoma, CA
7/7	Baldwin, KS
7/21	Lexington, OH
7/28	World Cup Event Springville, NY

1974 Inter-AMA Motocross

6/30	Sonoma, CA
7/7	Baldwin, KS
7/21	Lexington, OH
7/28	Springville, NY

1974 Two-Day I.S.D.T. Qualifier Series

3/30-31	Ft. Hood, TX
4/6-7	Picayune, MS
4/27-28	Barstow, CA
5/4-5	Trask Mtn., OR
5/18-19	Camp Atterbury, IN
6/22-23	Weston, OR

Pomona Valley Desert Riders
present
GRANNY RUN III
A Family Enduro
May 19, 1974
Stoddard Valley, Sidewinder Offramp
Int. 15, 5 mi south of Barstow
8:00 a.m. start
20% Trophies, super large Finisher Pins. 65 miles; 1st loop easy, 2nd loop longer, faster & more challenging. P. Puff, Minis — 1st loop only. All family type teams and buddy up, no extra charge. 2 & 3 man teams, add $1. extra per rider. Mail entry: $6.50 two loopers, $5.50 one loopers. Post entry: $7.50 and $6.50. Mail entry with 2 legal size self-addressed stamped envelopes to: PVDR, P.O. Box 282, Montclair, CA 91763. More info call "Dave" (714) 626-7696.

MX at Rawhide
Sunday April 28th
4ft. Trophies awarded same day
$500.00 Expert purse, guranteed by RRA
Gates open at 7:00 AM
Information: 714-689-0871
Rawhide Park
on Hwy 74 between Elsinore & Perris
2½ miles from Hwy. 71
Open riding every day.

SADDLEBACK park
Saddleback Association of Motorcyclists
Moto-cross
European Style
Every Saturday
2-40 minute motos
No mail entry • No membership rqd.
Just $6 to race • Gates open 7:00
Experts $10 entry • 100% payback
For Info: (714) 979-9233

Get with Route Check

VIEWFINDERS 7th Annual
GRAND PRIX JUNE 1st & 2nd
INDIAN DUNES
Contingency Prizes, Pins & Decals. Two hour races!. . .6 mile course. . .1 hour GP for minibikes. Camping available at Travel Village (805) 257-2700.
0-250: Saturday. Mini, P. Puff-Sidehacks-Oldtimers-500-Open: Sunday.
Info: (714) 645-4178 or (213) 360-0827.

INDIAN DUNES PARK
600 acres — hills, streams, sand
Family riding 7 days
7 a.m. 'til dark
Moto-X Races every Sunday
2 miles west of Interst. 5 on Hwy 126 at Castaic
(805) 259-8000

AMC
Race Schedule
Apr. 28 — Saddleback
May 5 — Carlsbad
May 12 — Saddleback
May 19 — Rawhide
Info: 714-532-3923

Every Friday Night Motocross O.C.I.R.
AMC

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

You must fill out this form complete with your name and phone number (so we can check back with you) and mail it in plenty of time for it to reach us by noon Thursday, in order for it to appear in the next week's Calendar section. The more weeks it runs, the better you look — so get it in early! No phone calls, please. We can only guarantee accuracy on items we get in writing.

Date of Event _____ Time of event _____

Type of event *(TT, MX, Enduro, etc.)* _____

Entry fee _____ Sanction _____

Location _____

Mailing address _____

How to get there _____

Additional information _____

Your name _____ Number to call for info *(with area code)* _____

the continuing adventures of Motocross Cat

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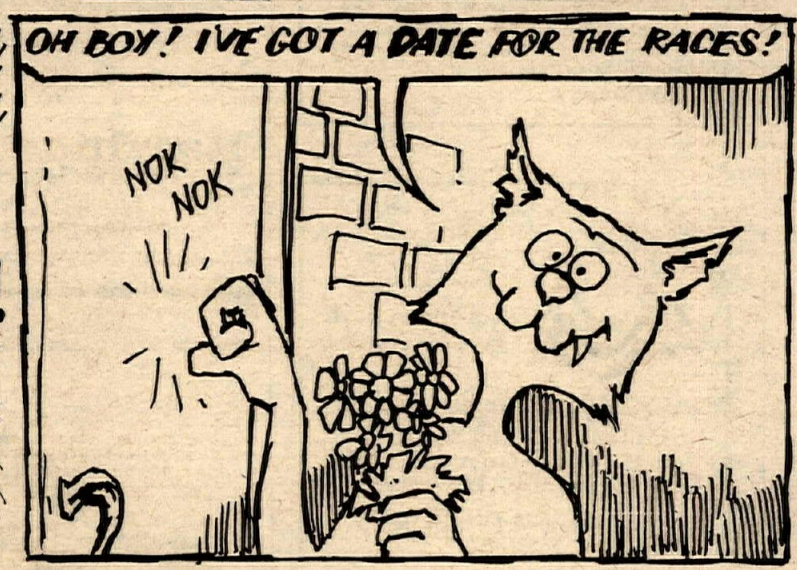
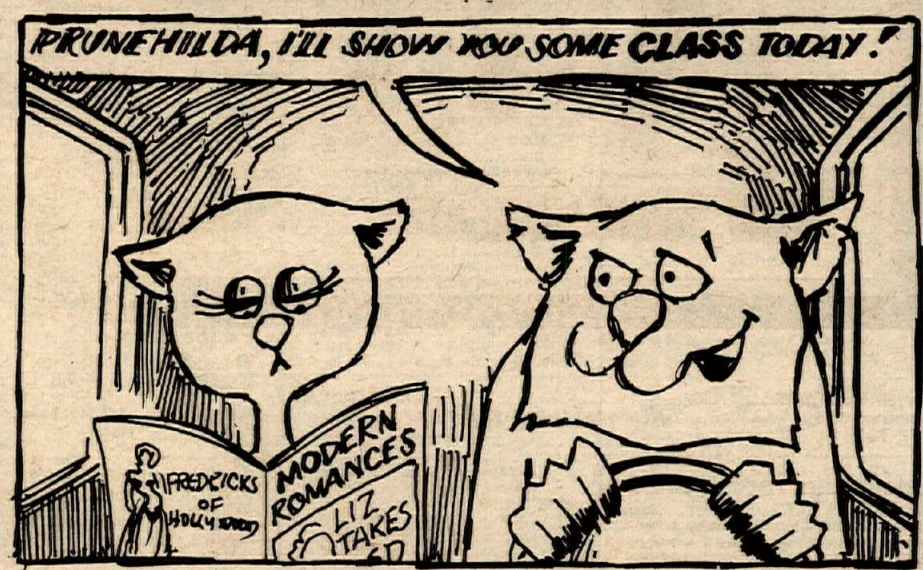
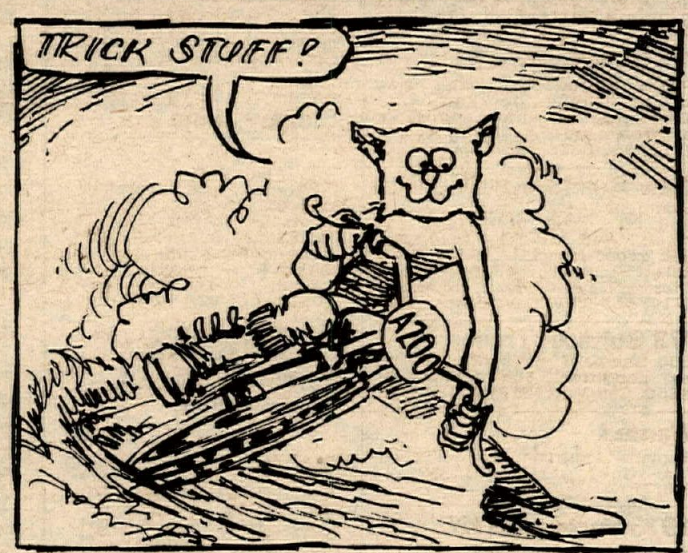
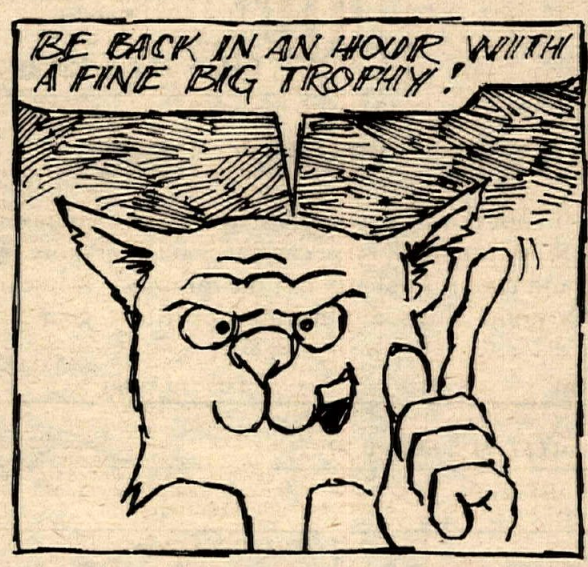
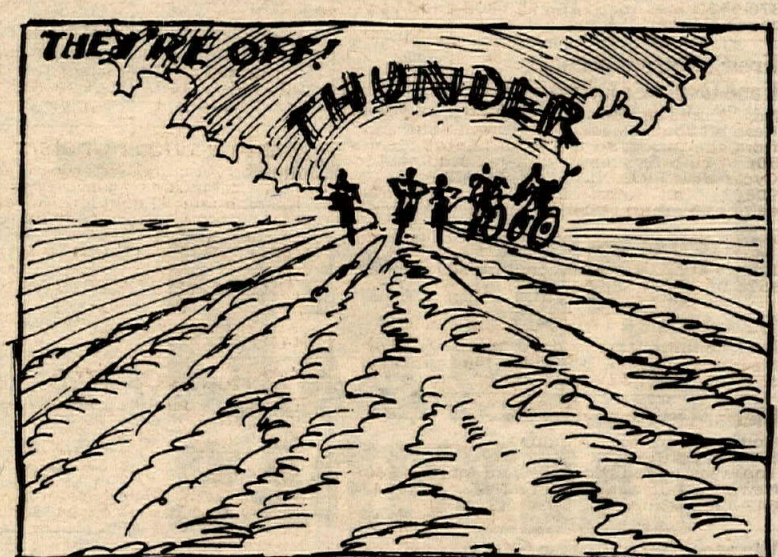
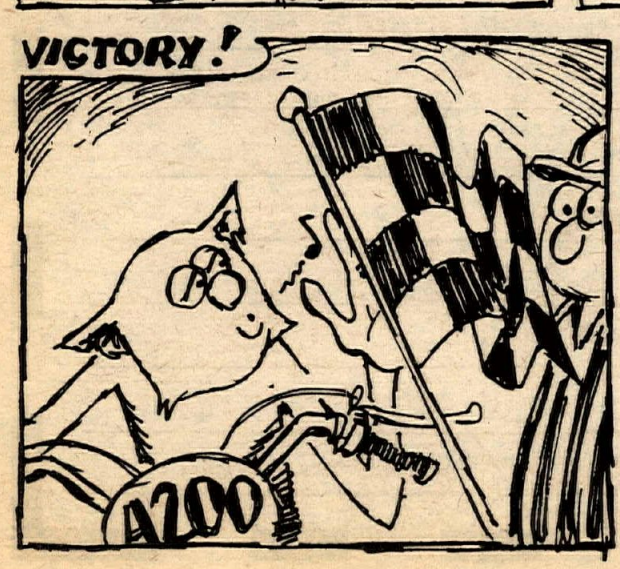


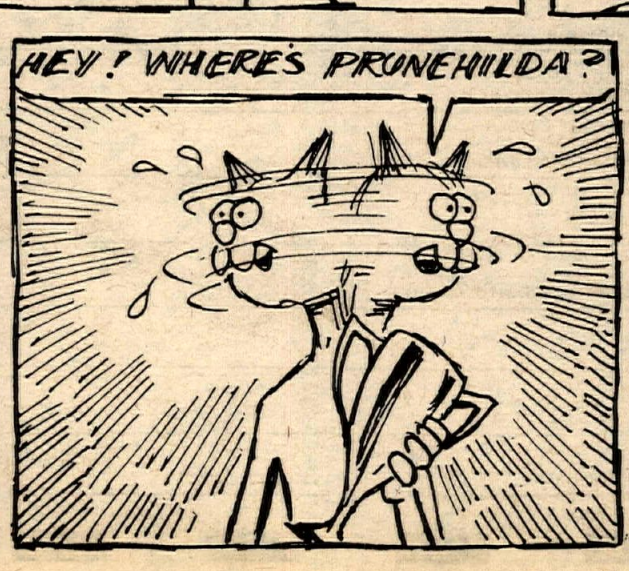


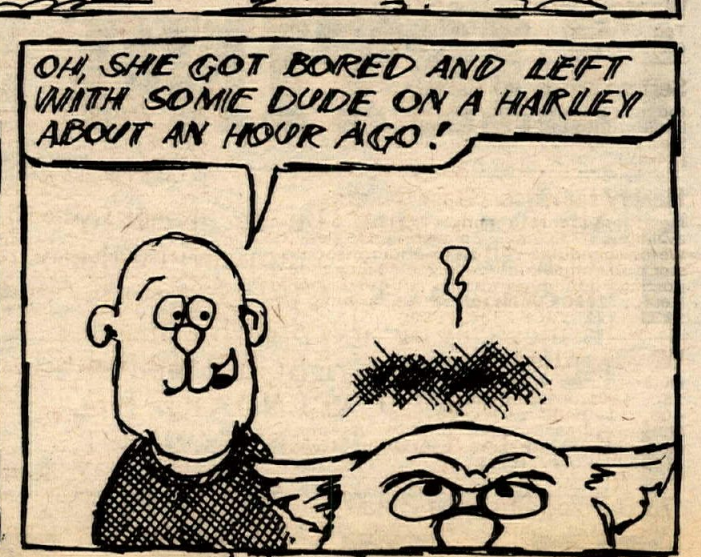












WANT ADS

Trials Greeves 250cc
Anglian 1969, excellent cond., $425. (213) 372-4047 eve. (15/2x)

Super Chain for Super Bike
Made in U.S.A. Self lubricating and pre-stretched up to three times the life of a normal chain. Available now 5/8x3/8 or No. 530. Dealer inquiries invited. House of Suzuki, P.O. Box 8535, Fountain Valley, California. (2/TFN)

'74 Suzuki TM 125
Ported, extended swingarm, forward mounted shocks, Girlings, fork kit, fast as Hondas. Only raced twice, mint condition, must see to appreciate, moving to 250cc class, $625.00. (213) 442-6328. (15/2x)

New Road Racers For Sale
Brand new 350 Yamaha, water-cooled. New 250 TD 3 road racers. Used 250 TD 3 road racers. Used 250 TD 2 road racers. Used 350 TR 2 road racers. Used 350 TR 3 road racers. One 250 Suzuki Prod. Spare parts — road race tires — Daytona seats. 8:30 a.m. — 5 p.m. (714) 465-9700 Dave Evans. (8/TNF)

'73 Bultaco, Trailer
350 Sherpa T — 10 hrs. total running time, ex. condition. The doctor's bills say sel:, $850. Call Matt (213) 459-1583. (15/3x)

Wanted
Yamaha salesman, full or part time. Also full-time partsman. (213) 635-8058. (38/TFN)

1973 Suzuki TM125
Excellent condition, $500/offer. Call (213) 376-5460 eves. or (213) 263-1804 and leave phone number. (15/2x)

Free Sample Copies East-Dixie & Central
Now 2 free samples for the postage of one! Read all about it back East, down South, and from the rockies to the gulf in Central. Send 50¢ in coin or stamps, with your address to Cycle News, P.O. Box 498, Long Beach, Ca. 90801. Get latest East-Dixie & Central editions by return mail. (TFN)

125 YZ '74
125, '74 YZ. Excellent condition. Must sell, $575.00. (714) 536-6117. (15/3x)

'72¾ Suzuki TM250 Champion
Mint condition, trail ridden only, 34 Mikuni, Mavricks, Filtron, O/R tag, big sprocket, $575.00. (213) 372-3497. (16)

Mechanic Wanted
Honda — Yamaha — Triumph
EXPERIENCED
Top wages, good benefits. Ward Motors, 1680 Newport Boulevard, Costa Mesa, Ca. (714) 642-4343 ask for Bill Carver. (16/2x)

Wanted Parts Girl or Partsman
Ted Evans Motorcycle (213) 390-3406. (12/TFN)

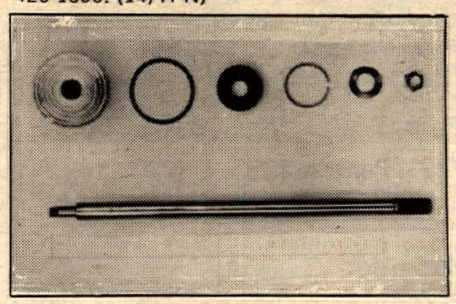
Selling All Used Parts!
Indians, Harleys, Triumph, Jawa, Yamaha and Honda. (805) 824-2724. Mojave Cycle, 16012 Sierra Highway, Mojave, California 93501. (14/4x)

Harley-Davidson Baja Owners
Now those hard to find H-D Baja parts are available at Krizman Engineering & Sales Co. We have genuine H-D parts and accessories in stock for immediate delivery. Racing goodies, porting, and dyno tuning. Write or phone: Kesco, 12990-D Bradford St., Arleta, CA. 91331. (213) 768-2233. (TFN)

Why Buy Used!!!
New '73 CZs in crates. 125cc, $599.00 each. 250, $895.00 each. 400, $995.00 each. '74, 400, $1195.00 each. We ship anywhere in U.S.A. Ask for details on 50% discount of extras, with purchase of new motorcycle. (213) 772-1647. (15/2x)

'73 Bultaco Sherpa T Trials
Like new! Must see! $800.00. (213) 762-2094. (16/2x)

"We Moved"
GUY LOUIS MOTORCYCLES, 990 East Willow, Long Beach, California. Phone (213) 426-1358. (14/TFN)



Honda CR Shocks Shot?
I have rebuilding kits for the CR 125 and 250 Elsinore. Restores damping, $10.50 each shock. California residents add 5% tax. Alan Hiiesalu, Box 7004, Burbank, California 91505. (213) 842-3280. (13/4x)

"72-11/12" 250 MAICO. KONI SHOCKS, K&N filter, alloy parts, Akronts and extra parts. Fast and reliable, $595.00 firm. (714) 528-4448. (16)

Moto Guzzi
SALES, SERVICE, PARTS, COMPETITION SERVICES, INC., 1244 No. Gaffey St., San Pedro (213) 547-2203. (TFN)

HUSKY STREAKER. 1971 HUSKY 400, desert ready, extras, $625. (213) 790-2919. (12/EOI/3x)

Cylinder Head By Branch
Jerry Branch flows and ports racing heads for champions. Going racing? Call Jerry at (213) 595-4659. 1637 E. Burnett, Long Beach. (7/TFN)

Factory Shock Coolers
Moved your shock forward, shocks setting hot, dampening goes away? Larger oil reservoir and aluminum finned coolers solve that. Fits any shock, $48.00. (G.G. Chaplin, 61 5th Street, Cayucos, California 93430.) (805) 995-3462. (15/2x)

380 Desert CZ
New top and bottom end. Other trick stuff. $500.00 CHEAP. Call (714) 492-1995. (4/TFN)

'73 Honda CB350-G
Excellent condition, disc brake, bar and rack. Best offer over $700.00. (213) 966-3274. (16)

Unique
Honda 175 Single. Featured in Motorcycle Mechanics Magazine, $450.00. After 7:00 p.m. (213) 839-0635. (16)

WERE YOU AT THE N.M.A. GRAND PRIX? I have your photo. Send number and make of bike with a stamped self-addressed envelope for FREE sample to: Gerald Romer, 1071 S.E. Walnut No. 59, Tustin, CA. 92680 or call (714) 832-5265 eves. (16)

'72 HONDA 50. GOOD CONDITION, set up for MX, has motocross bars, and fiberglass tank, back knobby. $125.00. Ask for Ken (714) 539-9368. (16)

Aragon Cycle Trailers
1-6 bikes — kits from $119.95. Guns & antiques in trade. (213) 359-4597. (TFN)

HUSKY STREAKER. 1971 HUSKY 400, desert ready, extras, $500. (213) 790-2919. (16)

Help Wanted
Experienced Honda partsman. Also experienced Honda motorcycle mechanic. HONDA OF HOLLYWOOD (213) 466-7191. (16/2x)

Late 1972 Montesa
King Scorpion. Super light, mag bars, Maico fenders. Set up for enduros. Mikuni carb., very reliable, $600.00. (714) 874-1312. (15/2x)

Partsman
Experienced or apprentice. Apply now. Call Mr. Ed Anderson (213) 749-6235. Harley-Davidson-Yamaha, Los Angeles. (13/TFN)

1972 Bultaco Pursang
Like new, set up for desert, big tank, high bars, skid plate, $625.00. (714) 874-1312. (15/2x)

1969 Honda 750KO
Excellent condition, $1200. (This was the year of the go-fast 750.) Call after 5 p.m. (714) 985-1256. (13/TFN)

WANTED — YAMAHA 360 enduro engine or basket case. (213) 672-3444. (15/3x)

Trail and Trial Riders
Attention
The second edition of ESCAPE BY TRAIL BIKE is now on sale. Send $3.50 to Cycle News, P.O. Box 498, Dept. Chris, Long Beach, Ca. 90801. (35/TFN)

Honda Mechanic
Must have Honda experience, own tools. Full-time, large, busy service department. Excellent working condition. Paid vacation, company benefits. Contact Ron Jackson, Honda of Santa Ana, 301 West Warren, Santa Ana, California (714) 540-7430. (15/3x)

Wanted!!!
EXPERIENCED
Honda mechanic. Must know it!!! Apply in person. Ask for Bob at: Pacific Honda, 1277 Garnet, Pacific Beach, California. (15/2x)

$199.50 New Trailers $199.50
3 bike/ramp — assem. or kit/F.O.B. Torsion bars, suspension weight 155 pounds. (213) 764-8392 or 762-3721. Trans-Ex Company, 7361 Ethel Avenue, No. Hollywood, California. (22/TFN-E.O.I.)

SUZUKI 500 CAFE-RACER. FULL FAIRING, expansions, low mileage, street legal, R.R. tires. $600.00 — best offer. Abbey (714) 893-4511 Ext. 257. (16)

Excellent '73 CZ 250, 5 Speed
Rahm's F&R, D.I.D. rim, Bing and more! Call after 6 p.m. (213) 344-5604. (16)

Honda Mechanic
Experienced Honda and/or Kawasaki. Commission, busy shop. Ask for Earl (714) 531-0742. (16/2x)

Wanted — Man With Ulcers
Earn up to $1500 a month. We want an energetic, ambitious type guy we can make into a manager. You can enjoy working here and we'll show you how to GET RID of your ulcers. Must know motorcycles, and be a real salesman, with parts and service background. We are one of the largest HONDA dealers, also have other business interests. This is a career job, with top income potential. Write: CYCLE NEWS, P.O. Box 498, Dept. WA-D, Long Beach, California 90801. (14/TFN)

HONDA 100 COMPLETELY SET UP for Moto-X. Yoshimura engine, 21" front wheel, 18" rear wheel, modified frame, excellent condition, $300.00. (213) 463-5297. (16)

Dunstall-Norton
Only 3200 miles — immaculate condition. Has all Dunstall options. Purchased from Dunstall factory, $1400.00. Call (714) 338-2421. (16)

'73, 250 CZ, 5 Speed
Stock, excellent condition, low mileage, $900.00. (213) 337-2410. (16/2x)

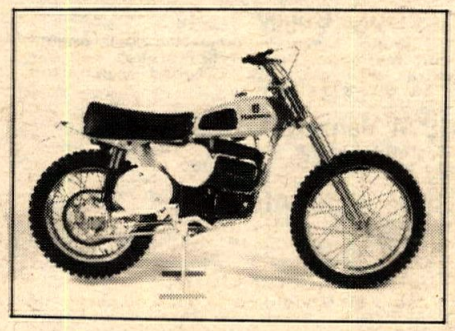
'72½ Pursang 350
New top end, recent lower end, all the trick stuff. Many extras, desert or motocross. $600.00 or best offer. (213) 443-2929. (16)

Going Sailing
So this is a good time for you to save with a 360 Husky enduro. Valerian's Mikuni kit, new Arnacos, 3.6 gal. tank, plastic fenders, licensed for street. Ride it to work weekdays and trophy the Open class on weekends. Call (714) 548-7618 for today's low price. (2/TFN)

Dissatisfied
Under paid parts manager wants opportunity. 6 years experience Honda, Kawasaki, Suzuki, Triumph. Call Bob (213) 887-1619. (15/3x)

Your 450 Husky Slow?
We can make your 450 much faster, smoother and start better. Complete job (parts, labor, 38mm Mikuni), $165.00. Malcolm Smith's K&N Motorcycles, 1689 West La Cadena Drive, Riverside, California 92501. (714) 686-8014. (36/TFN)

Do It Yourself Trailer
Toyota Pick-up bodies, $75.00. 323 West Maple, Monrovia, California, 9-5. (15/2x)



Husky 125 Sale — Mags in Stock
We will be Number 1 in sales if you call for a price on 125s or 400s. An offer you can't refuse. Imperial Motor Sports. (213) 337-6811. (16/2x)

LEATHERS, TORSTEN HALLMAN, waist 32-36, good condition, $40.00. (714) 286-2860. (16)

Motorcycle Mechanic
Two and four stroke experience required. (213) 390-3406. Ted Evans Motorcycles, ask for Don. (13/TFN)

Honda and Yamaha Shop
in South Lake Tahoe, California needs one mechanic and one partsman. Must be experienced with Hondas and Yamahas. Phone (916) 541-0896. Evenings (916) 544-5990. (15/4x)

KILLIONBORE — BORING, SLEEVING; proper tools, experience, care makes the difference. (616) 963-5192. (1/TFN)

Boyer Bransden Ignition
Honda-4, Triumph Trident, Norton Owners: Electronic ignition, $94.95. Send $1.00 for details. RIP OFF ENGINEERING, 2645 Fourth Street No. 1, Santa Monica, California 90405. (213) 396-1593. (14/3x)

250 Husky Reed Valve
Make that 250 a rocket. Complete installation (parts and labor), $100.00. Kit only for Bing carb., $36.50. Kit only for Mikuni carb., $30.00. Malcolm Smith's K&N Motorcycles, 1689 West La Cadena Drive, Riverside, California 92501. (714) 686-8014. (36/TFN)

Dirt Bike West
'74 Ossa Phantom 250 is here. 33 HP @ 5500 RPM, 196 lbs., $1295.00. '74 Yankee 500 Z enduro, $1175.00. '74 Carabela 125 MX, $735.00. Bandit 100 MX, $399.00. Bandit 80 enduro (80 MPG), $389.00. (213) 340-6521. (14/4x)

25% Savings on Insurance
Dealer garage liability 15% savings on Dealer's bonds. JOHN W. MAYNARD INSURANCE, 3447 Motor Ave., Los Angeles, Calif. Phone: (213) 836-5211. (TFN)

Bultaco Astro 250
1973, brand new with '72 Astro engine totally rebuilt!! Never run after rebuilding! Must sell now! $700 ? District 36 No. 7 short tracker. (415) 388-6802. (14/3x)

'71 MONTESA 250 CAPRA. EXCELLENT CONDITION, ridden by old man. Could be mistaken as brand new. Very fast and very dependable, $400.00 URGENT!! (213) 377-6176. (16)

Fast Penton
'70 Penton 125, not just an ordinary Penton. Plastic tank, fenders and number plates, electronic ignition, down pipe, xlnt. condition and super dependable, $450.00. (714) 626-0746. (16)

Bultaco '71 Trick, Fast, Sano
Reliable, P.P. fenders, plastic levers, Oury grips, Akronts, 8 gauge spokes F&R, brand new top and bottom end. Great handling, much more, must see, $300.00. Also leathers, full bore, helmet. Paul (213) 652-1425. (16)

WANT TO BUY Yamaha Mini Enduro 1971 through 1973. Will pay fair price for clean, good running bike. Call (714) 827-6218 or (714) 523-2194. (16)

Super Trick Kawasaki
Super clean, plastic tank and fender, Akronts, Konis, C.D.I. ignition, K&N bars, Uni-levers. Must see to believe — mint condition. Ask for Jim (213) 860-6240. (16)

1970 MAICO 400 super clean bike, many extras, $595.00. (213) 329-7687. (16/3x)

'74 YAMAHA 360 ENDURO 3 WEEKS OLD. 3½ gallon tank, 350-450 knobs, Trick-it fork kit, skid plate, padded seat, set up right. Must sell, $1100.00. (213) 973-2220. (16)

'72 Dalesman-Sachs 125
Enduro, Sachs engine, 5 speed trans., $375.00. (714) 525-9521. (16)

'65 Ducati Monza Jr.
160cc street, original, very clean, no crashes, very reliable, $275.00. Call Russ (213) 398-2875. (16)

YZ Price Breakthrough!
250 YZs regular, $1745.00. NOW ONLY, $1395.00! Limited supply. Call now (714) 530-7340. (14/TFN)

For Sale: Yamaha TD2B
100 miles on lower end and entire trans., new "A" trans. gearset, spares, sacrifice. Also Yamaha HT1, 90cc Enduro — must sell everything — traveling. Evenings (213) 762-1209. (15/4x)

Husky — Yamaha
Parts mail order. Same day expert service. Ask for Tim, Malcolm Smith's K&N Motorcycles, 1689 West La Cadena Drive, Riverside, California 92501. (714) 686-8014. (36/TFN)

WANTED: Basket cases/parts, especially Triumph, BSA, Norton. Tom (213) 391-9486. (13/5x)

Wanted Parts Manager
Experienced only. Harley Davidson of Long Beach, 3654 Long Beach Boulevard, Long Beach, California 90807. (213) 427-7101. (13/TFN)

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New racing shocks to fit the Elsinore! Ceriani shocks fitted with standard 80 lb. springs. Other spring rates available are 60, 75 or 90 lbs. This shock, inexpensive to rebuild with only two replacement parts, is easily refilled when fluid is required. Specially formulated fluid in these shocks retards heat buildup and resultant damping fade. Order E-1350 and specify spring rate desired. ALSPORT DISTRIBUTING CO., 233 So. Seventh Ave., City of Industry, CA 91706 (213) 336-4502.

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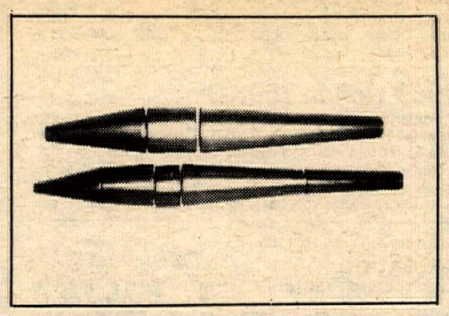
Around $55,000. Financing available. Contact Capital Kawasaki, 333 Sandoval, Santa Fe, New Mexico 87501. Phone (505) 983-9460. (14/8x)



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20 Ga. steel rolled and seam spotwelded ready to design your own chamber. 3 Pc. sets, $12.00. 4 Pc. sets, $14.00. 5 Pc. sets, $16.00 Postpaid. California residents add 5% tax. Quanitity discounts available. Send your dimensions to Airco Sheet Metal, 15209 Grevillea Ave., Lawndale, Calif. 90260. (213) 675-5290. (TFN)

250 Greeves '74 Desert Griff
Burak Bye Prod. Eng. Mods, $800.00. Days (213) 780-1768. (15/3x)

Yamaha Swingarms
Chrome-alloy, needle bearing arms with Mid-Mount shocks. No frame modifications required on stock MX's. Adds 2" of rear wheel travel. '74 Enduros MX 250/360/500, $85.00. YZ 250/360, $85.00. Call or write for information on complete frame kits for all MX Yamahas. MAYNARD/PROFAB, 13666 Harbor Boulevard, Garden Grove, California. (714) 530-7340. (13/TFN)

Big Welding Equipment Sale
New welding and cutting unit, cart, tanks. Special, $161.00. List price, $224.17. Rebuilt sets also. 225 AMP Arc Welder, $99.00. McDonald's Equipment, Compton, Calif. (213) 636-2741. (13/4x)

Elsinore 250, '73½
6" ply, Cheng Shin, never raced, and only ridden 5 times. $900.00 or best offer. Call (213) 869-6552 after 5:00 p.m. (10/TFN)

SPEEDWAY bike, Jawa. New lower end, Lucas mag, 22" wheel. (714) 979-5071. (13/4x)

Sprocket To Ya!!
Bizarre collection of sprockets for sale, cheap. Fits Ossa, Yamaha, even Tri. & H-D. Also all kinds overlay sprockets. El Cheapo Grande, Housecleaning. (213) 439-8239. (8/TFN)

Carabela 125 — 5 Speed
Late '73, plastic goodies, Ceriani forks, moved shocks, $400.00. (213) 396-4487. (15/2x)

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Ossa, Mick Andrews Replica
1972, 240 miles, super clean, lights, cow-trailed only, $625.00. Call Russ (213) 398-2875. (16)

Basket Case
1969 BSA Victor dirt bike complete, motor together less carburetor, $100.00. (213) 837-4558. (16)

HARLEY Side-car, $250 — or trade for small displacement motorcycle. (714) 897-9425. (16)

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8 speed 400 Husky. Mint condition with fresh engine by Malcolm Smith. Dual ignition and more, $875.00. (714) 735-0276. (16)

1971¾ Husky
Fresh engine, new clutch, Honda seals, 2 tanks. Perfect condition. Must sell, $600.00 firm. Must see to appreciate. (805) 252-9198. (16)

'72 "250" Cota Montesa
Fantastic condition — like new. $750.00 or best offer. Call (714) 842-2815 or Chuck at 637-9942. (16)

1972 Kawasaki 100 MX
19" front wheel, Preston Pettys, Filtron, Uni levers, T&M pipe, cut rotary valve, extra frame & barrel, proven winner, good condition, $250.00. (714) 638-8798. (16)

'73 Dune Buggy
'73 Dune Buggy — large two-cycle engine, split rear axle, dual Hydra brakes, roll bar, extra large gas tank, off-road registration. (213) 699-8778. (16)

1974 Yamaha 125 MX
Plastic YZ tank, Akront rims F&R, trick. Must see, $700.00. (714) 982-7117. (16)

Bultaco 350 Alpina
'73 Alpina set up for trials, exlnt. performer, $795.00. (714) 675-5491 eves. (16/2x)

Wanted: Sidecar Outfit
A cheap ol' Good'un or a good ol' cheap 'un. Funky British Single, old BMW, or what have you?? Don't mind if it needs a little work; must be EL CHEAPO GRANDE!! (213) 439-8239. (8/TFN)

Cherry '71, 250 MX Yamaha
Had excellent care, many extras. New Cheng Shin 350 tire front, ridden very little. See to appreciate, $550.00 or offer. Business (213) 843-0327, Residence (213) 289-1390. (16)

1970 HUSKY 250. VERY CLEAN, new engine top and bottom, custom tuned down pipe, Filtron, new 450 Cheng Shin, extra tools, jets. Must sell, price $425.00. (213) 848-4628. (16)

Why Buy Used!!!
New in crate — '73, 125 Yellow tank, $695.00. '74, 250 CZ red tank, $995.00. '74, 250 CZ gray tank, $1195.00. '74, 400 CZ blue tank, $1095.00. '74, 400 CZ gray tank, $1295.00. Limited supplies, ship anywhere in U.S. (213) 772-1647. (16/2x)

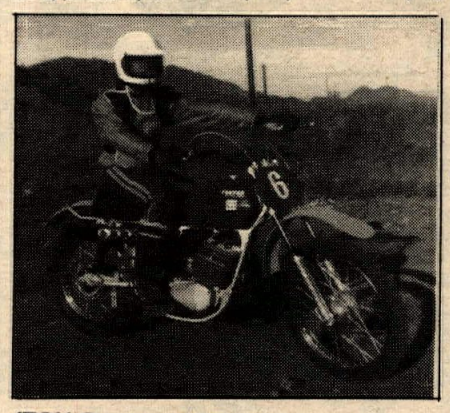
Wanted 175 Penton Jackpiner
Frame or entire Jackpiner with blown engine. Call after 6:00 p.m. (213) 941-1077. (16/TFN)

1971 YAMAHA 125 MX, $350.00 or best offer. (213) 861-5994. (16)

'73 Triumph 750 Engine
Just built, Branch head, Redline primary, forge true, Norris, balanced, Magnafluxed shot-peened, hard-chrome. Too many tricks to mention, $995.00. Call Tom White No. 80 (714) 846-6581. (16)

1974 YZ 125 Yamaha
Better than new, Konis, tires and lots more, $795.00. (213) 883-6575. (16)

DKW 125
1973, 6 spd., Curnutts, pipe, very clean. See to appreciate, $500.00. (714) 644-1006. (16)



'72½ Penton 125
Excellent condition, cleaner then you'll ever see!! $500.00. (213) 889-7426. (16)

Trail and Trial Riders
Attention
The second edition of ESCAPE BY TRAIL BIKE is now on sale. Send $3.50 to Cycle News, P.O. Box 498, Dept. Chris, Long Beach, Ca. 90801. (35/TFN)

Hastevarna Americana
'71 Husky — mint condition, new trick paint, original fenders, new tires. No rim dings, never raced. Must sell — best offer. (714) 968-5772. (16)

'72 Husky 450 Give Away
Like new condition, low miles, extras. Must sell, $750/offer. (213) 899-0710. (16)

Like New '72 Maico 400
Due to injuries bike not ridden for over a year. Bike and trailer, $900.00. (714) 599-2975. (16)

Husky 125, '73
Skyway, MX pegs, foam air filter, kill button, $800.00 or offer. (213) 293-1043. (16)

Take A Look Zeb
For sale: 1 pair stock 125 Elsinore shocks, $25.00 and 1 pair Arnaco shocks, $20.00. All shocks in excellent condition. Wanted: 12.9 in. Konis in good condition. (714) 674-4048. (16)

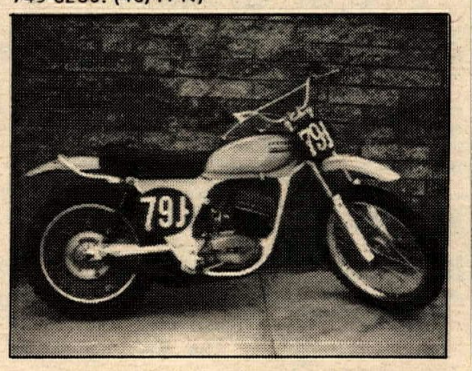
'73 TM 250 Suzuki
Lowered frame, ported, 36mm Mikuni, custom pipe, plastic tank, Rahm sidecovers and fenders. New tires and more, ridden very little, $550.00. (714) 674-4048. (16)

Ultra-Trick 125 Pursang
'72 Bultaco 125 Pursang, stored 1 year, fresh throughout, DH reed, super porting, IRZ, and much more. Must ride to believe! $595 or offer. (213) 336-6082. (16)

HODAKA 90, excellent condition, recent O.H. Dirt ready, $195.00. (213) 823-3890. (16)

1970 OSSA Stiletto — fresh engine top and bottom, extras, desert ready — $425.00. (714) 774-9115. (16)

Mechanic Harley-Davidson
Experienced H-D mechanic opening. Excellent pay and benefits for the right man. See or call Ed Russell, service manager, Harley-Davidson, Los Angeles, 2531 South Main Street, Los Angeles, Ca. (213) 749-6235. (46/TFN)



LATE '72 PENTON 125, EXTREMELY FAST, all trick stuff, 203 lbs. wet, very dependable. Must sell pronto, $595 firm, very firm. Buying 250 Penton. (213) 355-1229. (16)

'71 Super Husky 250
$650.00 or best offer. Great condition, Honda seals. See to appreciate. Must sell this week. R.G. buckle boots — size 9, like new, $40.00. (714) 833-0859. (16)

'72¾ Bultaco Pursang 250
Completely overhauled by Bay Area Bultaco. Reliable & stock extras included — school tuition forces sale. Must sell, $650.00/best offer. (213) 545-1837. (16)

* 1973 Hodaka Wombat, $350 *
Reeds, porting, trick relocated footpegs & rear brake lever, plastic fenders and knobbies. Recent rebuild. Have owner & shop manual, wheel puller, and shifter snap-ring tool. Strictly dirt. Over $1,000 in bike — have receipts. Seat missing. Call (213) 830-5816 Carson, Calif. (16)

Two XR75 Hondas, 1974
The wife says they're too small. Ridden three times, looks new, $425.00 each. D.M.V. tags good till '76. (213) 926-1527. (16)

'69 Yamaha 175 Desert
Webco head, pipe, 21", 32 Mikuni & more extras. Excellent condition, "fast," reliable, $295.00. (213) 767-4622. (16)

'72 JAWA 90 trail or street. Licensed, 190 miles, $225.00. (213) 340-4218. (16)

Super Chain For Super Bike
Made in U.S.A. Self lubricating and pre-stretched up to three times the life of a normal chain. Available now 5/8x3/8 or No. 530. Dealer inquiries invited. House of Suzuki, P.O. Box 8535, Fountain Valley, Ca. (2/TFN)

LOST: GERMAN SHORTHAIR POINTER, female, liver and white. Vicinity: Corona Raceway. Reward. (714) 688-6974. (16/2x)

'70 SUZUKI 90 STREET OR DIRT. New Diamond chain, super clean, just rebuilt, low mileage, good transportation. Call after 7:00 p.m. (213) 391-8986. Asking $250.00. (16)

450 Ducati
Super fire road and desert bike. New condition with lots of extras, $475.00 or offer. (213) 596-8148. (16)

'73 Maico Radial, $1075.00
Super excellent condition. All the extras. Must see to believe. (714) 776-9977. (16)

'71, 250 MX YAMAHA. BLOWN TRANS., top end, crank, and frame in good shape. New tires, etc., $200.00. (714) 526-7590. (16)

MAICO '69, 360 extras, $350.00. HONDA Mini Trail extras, $125.00. (714) 526-4032. (16)

'73 Suzuki TM 400
Modesett down pipe, skid plate, flywheel, extras. $775.00 or offer. (714) 528-3816. (16)

CZ GP Replica Frames
4130 Chrome-Moly Heliarc welded. Accepts all stock components. Complete with brake pedal and hollow rear axle, $395.00. Swingarm only (fits stock CZ) with axle, $99.95. THE FRAME WORKS, 11408 Sorrento Dally Rd., San Diego, CA 92121. 1-(714) 453-7562. (16/4x)

'74 Clews 550cc Thumper
Super light 4-stroke. Similar to John Banks' bike. Like new, barely broken in, perfect condition. Must sell, sacrifice for $1500 or trade. (213) 374-7216. (16)

'73 GT 380 Suzuki, Street
Like new, only 4,000 miles, clean, runs great, $900.00 or best offer. (213) 325-8884. (16)

125 Elsinore '73¾
Never raced, thousand dollars invested, excellent condition, $700.00. (213) 883-9790. (16)

'72, 250 HUSQVARNA CR. Excellent condition. Must sell, many extras. $650.00 or offer? Call days (714) 825-0401. (16)

Trade Yamaha 175 for Honda 125? WANT PENTON 175 pipe. (213) 241-3805. (16)

Bultaco Matador Frame
Swingarm, seat, fiberglass, fenders, Tripe Tree (bearings, races), kick stand. Related items needs welding but can be fixed, $40.00. (213) 399-2567. (16)

Penton 125 Frame
Early style, steel, $35.00. (213) 399-2567. (16)

'71 SUZUKI 400, new in '72, OHV sticker, good shape. Asking $430.00. (213) 343-0487. (16)

Super Trick '73 Penton 125
Small tank, DID rims and X4 spokes, plastic fenders and side panels, ported, milled head, 28mm Bing carb, modified pipe, Koni shocks and more. Fast and reliable, $700.00. (213) 656-6720. (16)

1973 Bultaco 125 MX
Mark Six Pursang, many extras, fast, excellent condition, $500.00. (213) 656-6720. (16)

$15/30/5 Lability Insurance
Example; 450cc through 750cc, lowest, $59. Highest, $76. Phone or write for application. (213) 295-4469. California Motorcycle Insurance Agency, Box 4215, Inglewood, California 90309. (16/11x)

Ceriani Front End For Tri.
Complete with 19" rim and other dirt parts for Triumph, $150.00. (213) 861-7673. (16)

'72 Husky 450 WR
Perfect condition, Honda seals. (213) 424-0863. (16)

Good Deal For Somebody!
1971 Kawasaki 100 set for desert. Everything brand new, engine — upper & lower, three gears, seals, shocks, you name it. Extras, $275. (213) 845-5055. (16)

'66-67 BULTACO 175, extra clean, good tires, $150. (213) 762-8050. (16)

Fawk Yammie
'73, 360 MX, Curnutts, Vesco, J-bars, 6 Day Trial tire, 350-21, flywheel, Petty, skid plate, DID rims, $715.00. (714) 979-6549. (16)

'73½ 125 Husky
Used very little, many extras. Eats Hondas! $645.00. Sam (213) 446-5710. (16)

1973 D.K.W. M.X. — Monosette, super chain, P.P. & L.H. — plus — $525.00. (714) 549-2340. (16)

The Ultimate Cafe Racer Z1
Kawasaki 900, factory H2R full fairing, drilled double discs, oil cooler, rear set pegs, glass fenders, new Denselube chain and nylon rear sprocket. Professional job, $2250.00. (602) 753-5451. (16)

'74 YZ 125
Bought in January, must sell, $750.00. (213) 944-2522. (16)

71 Yamaha 250 MX, $375.00
Excellent condition, never raced, very good for desert or enduro — Pettys, Flander bars, new rear tire, re-worked engine. Ask for Fred or Dave, work (213) 926-6714 or (714) 522-0719. (16)

'73 Penton, Excellent
condition. Ported, Filtron, Arnacos, 21" Akront, Rahm fenders, quick throttle. Not ridden in last 5½ months. Beautiful condition, $575. (213) 459-1309. (16)

'72 Suzuki TM 250 J
Fast, reliable, desert tank, skid plate, unbreakable levers, $525. (213) 242-9214. (16/2x)

'72½ Honda XL 250, $585
Xlnt. cond., reliable, can be set up for desert or street, many extras. Call "anytime" (213) 869-1374. (16)

'74 TM125 Suzuki, Mint Cond.
Ridden 3 times, $640. (213) 342-9410. (16/2x)

WANTED: MAICO FRAME, forks, swingarm, Triple clamp. Must be reasonable. Ask for Larry day time (213) 583-1209, eve. (714) 871-0384. (16)

Irwindale CMC Champion
Super Rat — Built by Birt. Call for details to numerous to list. $395.00. Also old Super Rat plus 100B flat tracker K-70's. Both $195.00 or trade plus cash for 125 YZ. (714) 827-7938. (16)

1970 HUSKY — New sleeve, piston, rod, plus extras, $450.00 firm. (714) 827-7938.

Mike Sterling Enduro School
Now, famous enduro star, Mike Sterling will teach you his exclusive "Tongue Method" of time-keeping! Classes at every District 37 event. Enroll now!!! Dan Knous, Box 6253, Cannon AFB, New Mexico 88101. (16)

'70 Blazer — '71 Smuggler Tlr.
Chevy. Blazer, automatic, air, extra gas tank, double bike rack, many other extras, $3000.00. 17' Smuggler Trailer, self contained, air conditioned, $2000.00. Both excellent condtion. (213) 372-6762. (16)

Yamaha 175
Race ready, 21" frt., 4-18 rear, ported, hi compression head, chamber, Filtron, PP's, nu Curnutts, fork brace, much more! Must see! $425/offer. (213) 378-2638. (16)

Patraco Dyno
1973 Mark II — very little use. Includes instrumentation & 8'x10' sound proof, pressurized-outdoor room that can be dismantled. $5500 invested — sell, $3250. Horizons Unlimited, 22726 Ventura Blvd., Woodland Hills. (213) 340-2191. (16/2x)

'72 CZ 400 Ten Months Old
Seldom ridden, better than new. Ports matched, Mikuni carb., DID rims. New top end, points, fork springs & seals, tires, sprockets, K&N filter. Trick bike shop carb & ignition job, expertly maintained, $795. (213) 697-0938. (16)

I Want To Work
Need a job. Can learn anything fast. Able to work on 2 stroke engines. Will do anything. (213) 866-7920. (16)

'73 Maico Radial 400
Seldom ridden, ports matched, freshtop end, Konis, new bearings, clutch, brakes, fork springs, seals & boots, points, tires, cables, K&N filter, expertly maintained, $895. (213) 697-0938. (16)

FAST '71 SUZUKI 90 RACE READY. Plastic fenders, K&N filter, Bassani, Mavricks, fork kit, knobbies, skid plate, etc. Call after 7:00 p.m. (213) 391-8986. Asking $250.00. (16)

Non Public Hiway Use Motorcycle
Probate Sale: Puch model No. 125 has many component parts that are not original. Machine has been in storage. Will accept high bid over $395.00. Call (213) 397-4380 for appointment to see. (16)

1973 Yamaha 250 MX, $650.00
Has not been ridden since Yamaha dealer rebuilt engine and trans. Stripped to frame and repainted, Curnutts, fork kits, K&N bars, Filtron, new knobby, have all receipts. (714) 842-4113. (16)

'70 Husky 250
Akronts, Curnutts, Waters, Mikuni, Filtron, plastic fenders. Runs great, $525.00 or offer. (213) 794-4697. (16)

Husky Wanted
'72-'73, 400-450, CR, WR. Pay top dollar. (213) 373-3582. (16)

MOTORCYCLE WHEELS FOR SALE: 250cc Suzuki X6 wheels, Triumph sprung hub, gas tank, etc. Utility trailer 4'x7', sell or trade. (213) 941-6232. (16)

Custom 450 Honda
Excellent condition, 7,000 miles, 5 speed trans., '74 license. $525.00 or best offer (going back to dirt), or trade for 250 XL. (213) 348-9529. (16)

Rickman
1972 Rickman 125cc rear wheels (2), $50.00 each. 1972 Rickman MK III front and rear wheels, laced to Akront rims, $150.00 pair. 1970 Triumph 650cc engine T120R complete, $450.00. (213) 861-4139. (16/2x)

'73 Ossa Pioneer Enduro
Like new, 280 miles, street legal, no scratches. (213) 830-2402. (16)

Chest Protectors
Quality leather protectors designed for competition riding, $9.40 post paid. Free literature upon request. Strasburg Upholstery, Gregory Strasburg, 1010 North West, Anaheim, California 92801. (16)

Racing Bike
CR 250 Honda 1973 — was raced, as is, $600.00. (213) 821-1505. (16)

250 Honda Elsinore
Stolen from Indian Dunes approximately 2:30 — Sunday, April 14. $50.00 reward for information leading to recovery. Cut frame, moved up shocks, YZ Thermal flow shocks. SPECIAL MACHINED ALUMINUM TRIPLE CLAMPS, black bars, black and silver paint, modified seat. Had No. 23 plates — 4.60 Senior rear tire. Engine No. 1002056, frame No. 1002114, Green Stickie No. A00W79. (16/2x)

SMUGGLER Trailer wanted, fully self-contained. Must be clean. (805) 486-0792. (16/2x)

Astro
Dec. '72 T.T. Special, MX sleeve, 19" front wheel, Modesett pipe, new seat, fast & reliable, $650.00. (Consider XL-250 trade.) (714) 737-6025. (16)

1972 KAWASAKI 175, stock, like new, rarely ridden. Sacrifice $475. (714) 828-5691.

Bultaco Sherpa 200 Excells**
21" front rim, ready to go! $325.00 or best offer. Terry Jolly (213) 336-5958. (16)

'73 Honda CR-125 Give-away!!
Excellent condition, Andres, Filtron, other extras. Steal at $775.00. (213) 823-1639.

WANTED: Lighting equipment and muffler for '69 Sachs. (213) 679-6635. (16)

250 CZ 1970, '72 FRAME & swingarm, tank & fender, new piston, rings & mag. Akronts, new shocks & Diamond chain, 33mm IRZ carb. Runs & looks good, $475. Call after 5 p.m. (213) 944-5404. (16)

CZ PARTS: '70 FRAME, swingarm & lower Triple clamp, $75.00. New '72 tank, $20.00. Alum. tank, $25.00. '69 Yamaha frame, $20.00. Call after 5 p.m. (213) 944-5404. (16)

Cylinder Boring Bar
Small engine Boremaster Boring Bar for sale. Perfect condition, $500.00 for quick sale. Mission Honda (714) 831-0122. (16)

Hodaka Parts
Ace 100 5 spd. engine (complete) with "R" barrel & head, $60.00. Ocelot Engineering pipe for Hodaka, $20.00, or both for $70.00. Ceriani shocks, $15.00. 18" Akront, laced to Hodaka front hub with good 325x18 trials tire, $35.00. 17" steel rim laced to Hodaka rear hub with 3.50x17 trials tire, $10.00. 17" steel rim laced to Hodaka front hub, $5.00. New 3.25/3.50x17 Nitto tube, $1.50. Hodaka swingarm (Ace 100) and extended brake support arm assembly, $10.00. Also gears, seat, tank, side covers, etc. Call after 6:00 p.m. (805) 252-6639. (16)

UTILITY TRAILER or bike trailer sell or trade for motorcycle. Has leaf springs and 15" wheels, '74 tags, pulls easy. (213) 941-6232.

'73 Bultaco Pursang
Trelleborgs, new Konis, well maintained. Anytime (714) 638-3725. (16)

Trials Machine
'72 Ossa M.A.R. 250, like new — only 200 actual miles. Priced to sell, $485.00 firm. (805) 522-3174. (16)

Maico 400 — Buy As Is — Save!
1971, engine in frame. You finish assembling. Moving, $500.00. (714) 536-3661. (16)

FRAME WANTED — Suzuki TM-400. Must be excellent. (714) 884-7391 evenings. (16/2x)

'72, 125 PURSANG. PERFECT CONDITION, Mikuni, new tires. Stored over a year. Must sell today. $450.00 or to highest bidder this week. 1000 Oaks (805) 495-2703. (16)

Rickman Zundapp
Good condition, only asking $325.00. Yamaha 90 Enduro made into MX, good condition. Only asking $250. (714) 772-7311. (16)

Yamaha TD-3 Road Racer
Excellent condition, good Dunlops, paint and spare gearing. $1,500.00. (213) 941-5705. (16)

1973, 125 Penton
Excellent condition, not ridden for 9 months. Very fast, 100% reliable with many extras. Must sell, make reasonable offer! (213) 375-4744. (16)

Trade — Sell Or Buy
'72 DKW Springer for Betor fork or trade DKW for 125 Husky plus some money. '69¾ DKW-Sachs for 100 Yamaha MX. (213) 632-1922. (16)

1974 Pentons
Large stock of '74 Moto-X & Enduros. Sale price 250cc Moto-X, $1495.00. 250cc Enduro, $1595.00. Horizons Unlimited, 22726 Ventura Blvd., Woodland Hills. (16/2x)

'72 Bultaco 250 Pursang
Clean, $500.00 cash. Call Bill (213) 379-1979. (16)

'72 CZ 400, $475
New tire, sprockets and chain, plus 36mm Mikuni carb. and bash plate. (213) 671-1504. (16)

'73 Maico 450
Works suspension, trick Konis, plastics, DID rims, ported and fast. For more information call Gene at (213) 338-9682. (16)

'73 YAMAHA MX — Sharp condition, runs like new, $600. (714) 846-0964. (16)

'73 Elsinore 250, Cheaper
F.M. factory pipe, Filtron, Girlings, 450x18 tires, brass bushings, Diamond chain, $675.00. Charlie Van De Voorde, P.O. Box 56, Cantil, Calif. 93519. Sell for $675.00. (16)

350 Bultaco Astro
Looks, runs and is like new. Many extras. (714) 879-1220. (16)

WANTED: AT1 fork brace, Hodaka clutch holding tool. (213) 448-6530. (16)

'74 MINI INDIAN, $225.00. '74 INDIAN JR. Cross, $250.00. 400 HUSKY '71, Curnutts, Honda seals, extras, $700.00. (714) 636-1616. (16)

STEVE HURD MOTORCYCLES

CLOSING OUT MAICO STOCK
CALL FOR PART PRICES

111 E. Whittier Blvd., Montebello, Calif. 90640 (213) 726-1002

Mechanic
Immediate opening for motorcycle research and development mechanic. Responsibilities include: Dyno testing, field testing, proto-type testing, production testing. Requirements: Must know carburetion, electrical systems, welding, machining, and must be able to improvise, and have own tools. 2 stroke racing experience desirable. Top salary. Send resume to: The Indian Motorcycle Company, 1535 West Rosecrans, Gardena, California 90249. Attention: Mr. Jerry Greer; or call (213) 532-7376. (16)

SACHS-HODAKA 100, '69 SACHS frame, '71, Hodaka engine, $250. '69, 360 MAICO many new parts, needs work, $325.00. Extra carbs, '67, 250 Maico engine, $10. (213) 424-2870. (16)

Honda Mechanic Wanted
Experience necessary. Call for interview (714) 842-5531. (16)

The Racers Edge
Can be yours if you join our family oriented D-37 racing club. Fun outings non-race weekends. Don't be the lone racer. (714) 968-5772 or (714) 540-9279. (16)

HUSKY 360 Enduro — perfect cond., Honda seals, Curnutts, fresh engine, etc., etc. $550.00. (213) 352-5029. (16)

'72 Rickman Yamaha
Late '72 AT-2 MX engine in Rickman frame. K&G bars, pegs, and air box. TM-125 rear hub, Filtron, and Uni's. High crossover pipe and Soundmaster, low, low miles on engine, $450.00. After 5:00 p.m. (213) 638-2139. (16)

Own The Ultimate
'73 Dunstall Norton 850 MK IV. Double disc front brake, less than 4,000 miles, excellent condition. Call after 6:30 p.m. (805) 647-7869. (16)

250 CZ
Completely fresh top and bottom end, plastic fenders and tank, Mikuni, Honda seals, Konis, 3 pipes, Ductile pegs, new Terry cables, $400.00. (714) 637-3442 or (714) 774-1946. (16)

WANTED: '72 Yamaha 250 MX cylinder in good condition. (714) 493-6581. (16)

250 Bultaco Metralla
Factory Cafe Racer, $400.00. Call after 6 p.m. (213) 592-2414. (16)

Yamaha 360 MX
'72 — desert tank, just rebuilt trans., Konis, extras. New job forces sale. $550.00 or make offer. Mark (213) 943-1142. (16)

Brand New CR125 Elsinore
Bought two new bikes, but can only ride one at a time. Bike has never been out of the shop. Only $825.00. (213) 886-1941. (16)

"MONTESA 250 MX." NEW IN LATE '72. MX and desert tanks, skid plate, many extras. $650.00 or best offer. (714) 993-2180. (16)

'72 YAMAHA 360 MX, $595.00. '71 KAWASAKI 350 has '74 street license, $495.00. Both excellent condition. Also '70 KAWASAKI 500, good condition, $595.00. (213) 867-4430. (16)

Free Streakers Uniform
When you buy my clean running '71 Bultaco 125. Preston Pettys, Uni-levers, full-floating rear brake. New rear Pirelli, new top-end, Burak pipe, new Betors, beefed up swingarm. Spares in storage since summer. Need money, $375.00 or ? (213) 429-1860. (16)

1974 Penton 125 MX
Rahm plastic, Boge shocks, Andres, special tank, lightened — 197 lbs., $700.00. (714) 544-0202. (16)

* Clean The Garage Sale *
*Ossa MX parts: tank & tail fiberglass, seat, 12½" Betor shocks, compression release, skid plate, rim lock.
*Hodaka Wombat parts: head & tail light assembly, luggage rack, fenders, chain, 2.75x21" trials (used) piston, wrist pin & bearing, intake manifold, R. brake shoes, foot peg mt. bar, fuel petcocks, R. spokes, electrical connections and switches, battery holder, horn, and points and condenser.
*MISC: 18" rim, Suzuki-Kawasaki R. hub (90cc), 2.75x18" street tire (used), 2 sets T.T. bars, Universal kickstand and mt., 1 No. 420 chain, 1 pair child's FULL BORE M.X. boots (size No. 2), 2 children size helmets, and 1 pair child M.X. gloves.
Call (213) 830-5816, Carson, California for cheap prices. (16)

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11 thru 25 words $2
(Over 25 words, 10 cents per word)
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Pictures, no larger than 5x7 ... $3 extra
(Sorry, we do not bill private party ads)

Commercial Ad Rate
Ten words $3
11 thru 25 words $6
(Over 25 words, 30 cents per word)
Headline in Bold Type ..... $3 extra
Photos ..... $6 (Your Photo)
(No larger than 5x7)

Special Handling $5
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Help wanted ads (ten words) $2
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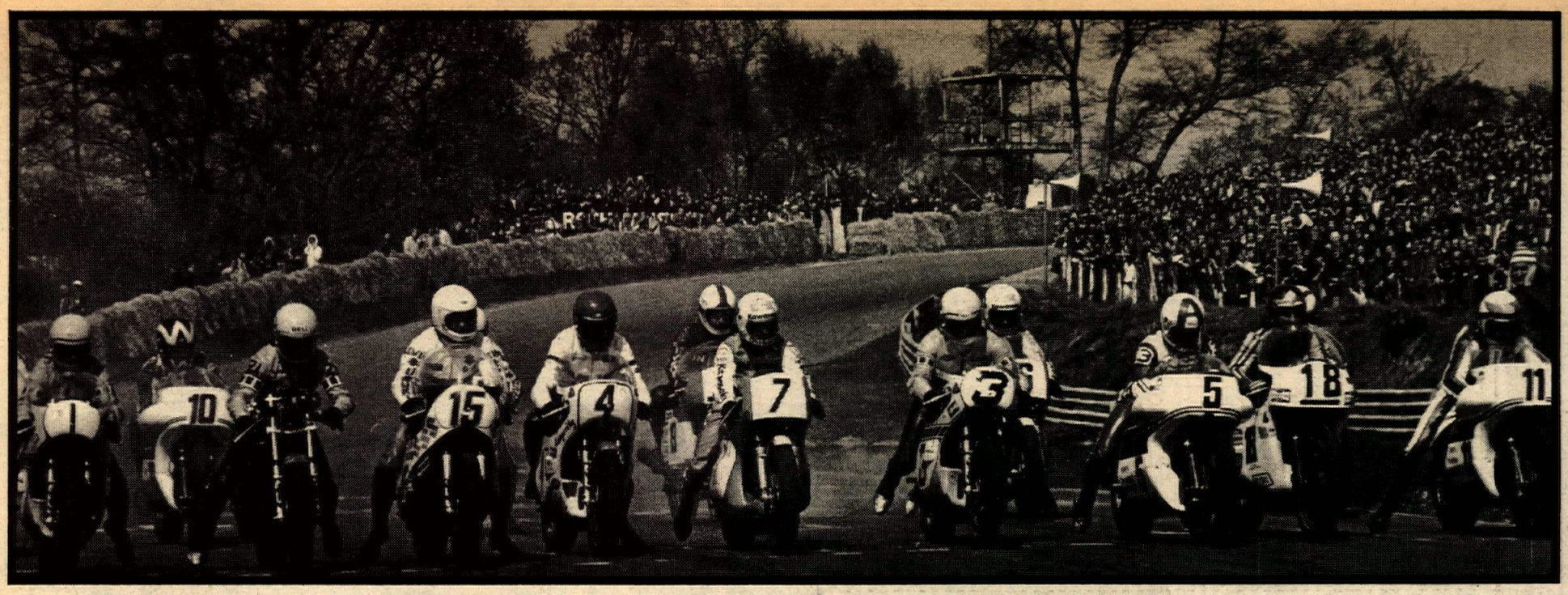
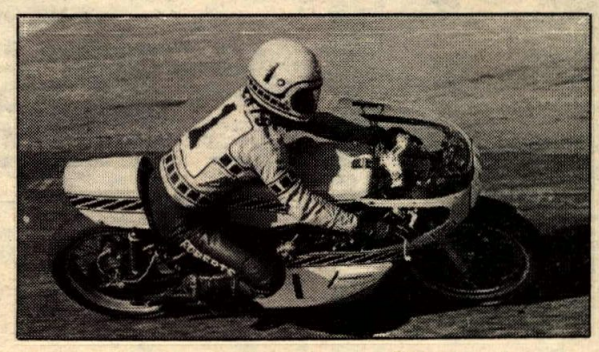


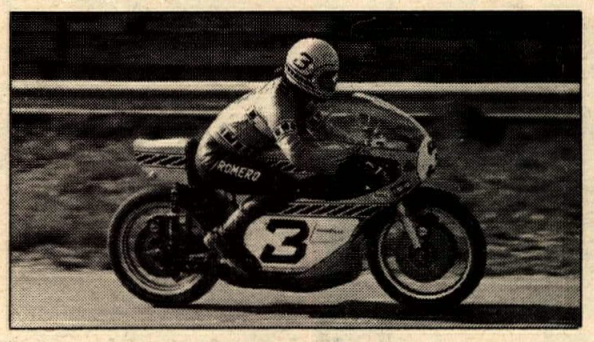
The starting line at Mallory with Kenny Roberts (1), Peter Williams (10), Gary Nixon (unfaired), Stan Woods (15), John Long (4), Yvon DuHamel (7), Gene Romero (3), Dave Aldana (5), Percy Tait (18) and Dave Croxford (11).

America vs. England road races

Moral victories don't count



Top placing rider in the series was U.S. Grand National Champion Kenny Roberts (above). Gene Romero (below) brakes hard for a slow, first-gear, hairpin corner.



Practice at Oulton, Peter Williams shows the way.

By Gary Van Voorhis

OULTON PARK, ENGLAND, APR. 15

MALLORY PARK, ENGLAND, APR. 14

BRANDS HATCH, ENGLAND, APR. 12

In what had to be some of the closest racing ever seen in the John Player Transatlantic Trophy Series, Britain edged the United States by a mere 14 points; 415 to 401. The win was the fourth for the British in the four years of series competition.

The lack of enough gas to complete the last lap at Oulton Park sidelined Gary Nixon and effectively ended the chances for an extremely close finish by the U.S. At the time of Nixon's sputtering halt the U.S. riders were tied (providing the finishing positions did not change) with the British and a last lap charge by Nixon or Romero could have meant a slim one or two point victory.

Yamaha's Kenny Roberts emerged as the top rider of the series scoring three wins and three second placings in the six race event. Roberts also set track records at each of the tracks and was awarded the BP Motor Cycle Man of the Meeting at Mallory Park for his dual victories.

Barry Sheene, riding a works Suzuki, was the top scorer for the British riders with a win, three second placings and a third and fourth. Sheene, who can out hang his knee on even Paul Smart, was easily the most interesting rider in the solid British line up.

Oulton Park, the site of the final races of the series, is also the longest and the one with the roughest surface. Its 2.7 mile circuit combines a lot of high speed straights with equally quick sweeping corners. The weather, which had been almost too good to be true for the first two meetings, held through the Oulton races with summer like sun and temperatures.

If the U.S. was going to pull out the win in the series our riders would have to fill the front as well as middle spots in both heats. Paul Smart, after a hectic night time session of rebuilding his bike from the Mallory crash, decided against riding and was replaced by Triumph rider Ron Chandler. Mick Grant also returned to the British line up.

Art Baumann, after excessive machine trouble in the first two meetings, was offered Kenny Roberts' spare bike by Yamaha Team manager Pete Schick. Kawasaki manager Bob Hansen accepted the offer and Baumann spent as many laps as possible learning the track on the Yamaha. DuHamel, plagued with similar problems from his Kawasaki, was determined to add to our points.

Gary Nixon, for the first time in the series, led from the line with Kenny Roberts, Stan Woods, DuHamel, Aldana and Sheene close behind. Nixon lost the lead to Roberts on lap two and then second place to Sheene two laps later. DuHamel, running fifth, seized and retired. Meanwhile Gene Romero was making a determined move from the back of the field moving from fourteenth on lap one to fifth by the tenth lap.

By the fifth lap things had strung out a little over the long track with Roberts holding off Sheene. Nixon in third ahead of Stan Woods and Aldana, Fisher, Romero, Peter Williams and John Long filling the middle positions. Art Baumann, slowly getting used to the Yamaha, was in twelfth place.

Sheene took over the lead on lap seven of the ten lap race and held it to the flag with Roberts ahead of Nixon, Woods, Romero and Aldana. Mick Grant finished seventh followed by Long and Fisher to out score the British team 75 to 61 and narrow the lead to 22 points for the British.

For the final showdown, Jim Evans replaced Yvon DuHamel whose bikes were giving constant mechanical problems.

It was clear from the wave of the starters flag that Kenny Roberts and the entire American team were out to do their best and if not for a pint of gas we just might have tied the match or, with luck, won the whole thing.

With everything going great and all our riders in the top twelve spots, disaster struck in the form of Gary Nixon running out of gas with one lap to go while running in fourth position. The twelve point difference between last and fourth along with moving the next two British riders up a position added up to a deficit of 14 points in the final tally. The track, with its extremely rough surface, made the Suzuki of Nixon (and probably everyone else's bike) handle badly so that running with just enough gas for the race increased the edge for Nixon. Unfortunately, he was shy a pint or a quart and the chances of Nixon and the U.S. team came to a sputtering halt on the last lap.

Roberts, never one to wait around especially when he has the lead, left the entire field in the dust by opening at one point an unofficial eleven seconds over Sheene in second. Sheene suffering from shocks that were rapidly wearing out, put in a 10 lap dice with Romero and Nixon, in one of the best races of the series. The three swapped places numerous times during the race with the final change in Sheene's favor.

Unofficially on the ninth lap the teams were tied in total points as they flashed past the start/finish line with Roberts way out in front, Sheene in second and Romero in third. Nixon was fourth there, but a short distance further down the track he sat up and coasted to the side of the track. Woods, one of the most consistent of the British riders was fifth followed by Grant, Aldana and Williams. American's Baumann, Long, Fisher and Evans filled out the next four places leaving the last four places for the other side. Croxford, Ditchburn, Chandler and Tait filled out the sixteen man field.

Had the race been flagged on lap seven as Romero held second and Nixon fourth, we could have emerged as a two point victor.

We lost, but only in the points standings. Our showing, especially by Kenny Roberts was a moral victory for the team. •

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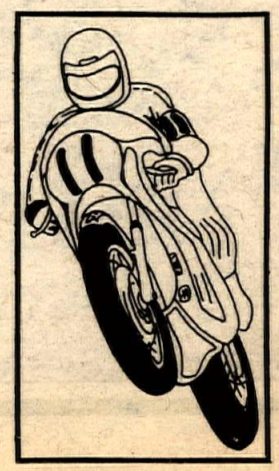
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